

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., MARCH 10, 1900.

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To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

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Also **MIXED and WHITE OATS.**  
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**KNIGHT & SON,**  
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SUCCESSORS TO  
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Established 1854. Incorporated 1887.  
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Sell by sample and make prompt returns.

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Advances Made on Bills of Lading.

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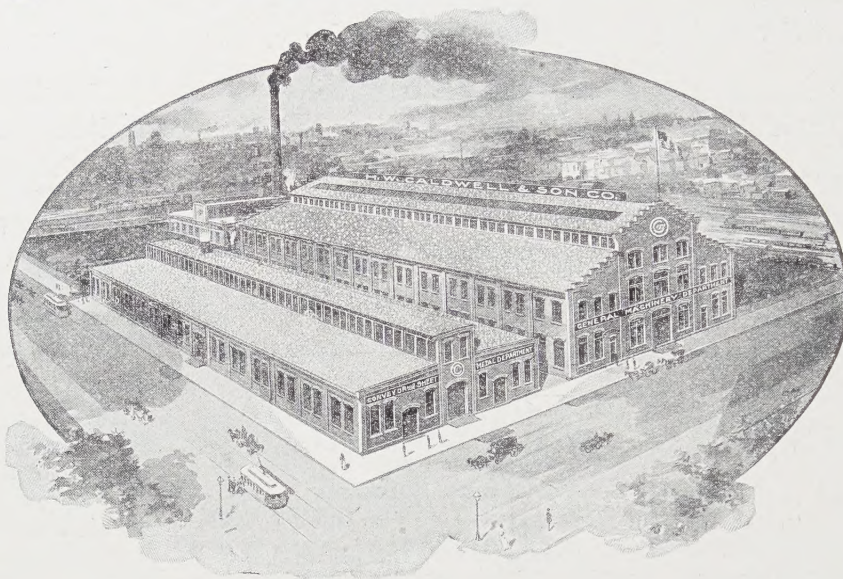
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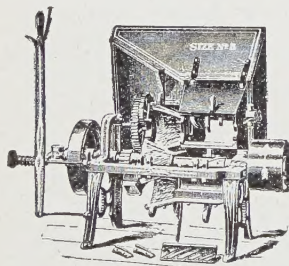


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Its a good way to get the money out of it.

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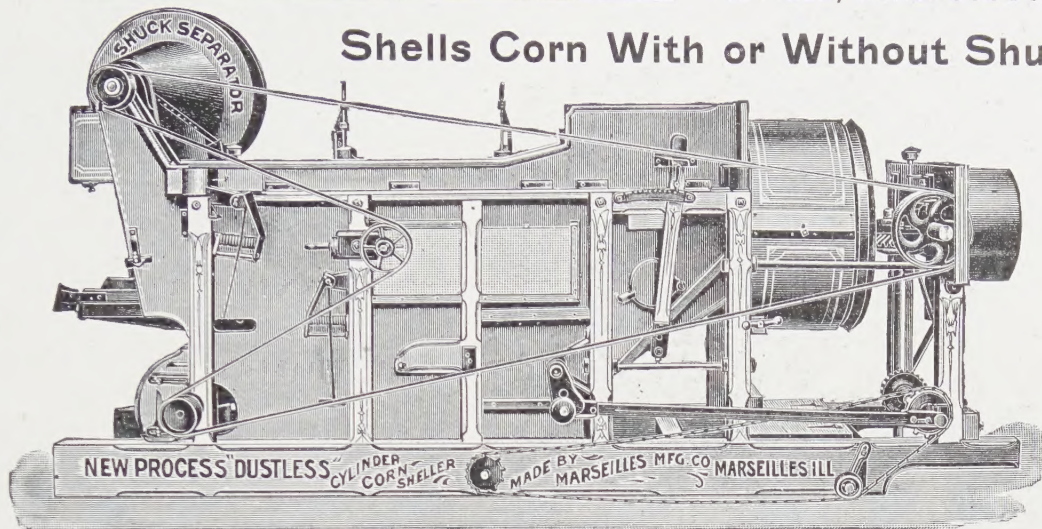


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Shellers, Separators and Cleaners,  
FOR FIELD, WAREHOUSE OR GIN HOUSE.

In one operation corn is husked and shelled, separated and cleaned.

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No waste of grain or power. Cobs left in good shape for fuel.

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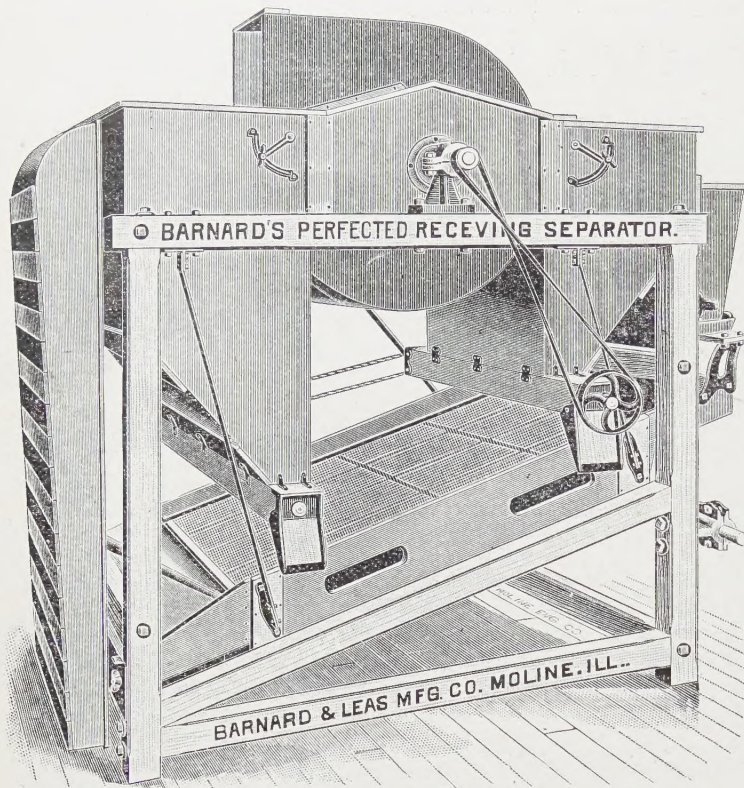
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Are better for removing oats from wheat.  
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 Better because they catch and save all the screenings.  
 Better because they are more convenient to locate.  
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Best and Most Efficient Receiving Separator ever offered the public.

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Will clean grain better and with less shrinkage than any Separator now on the market .....

It Has More Sieve Surface and Greater Capacity.

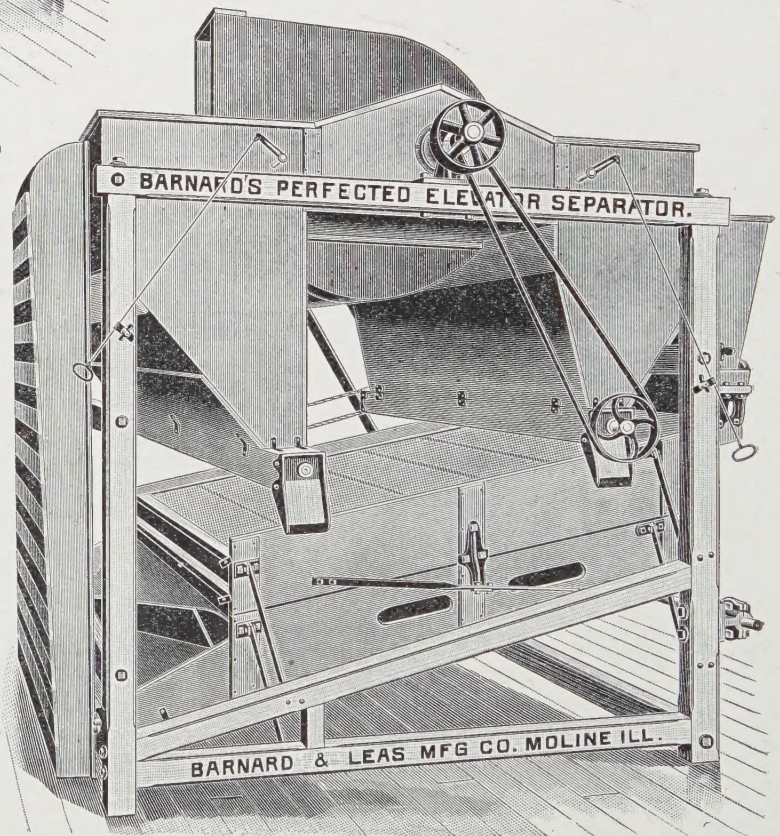


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Elevator Boot and Sheller Feeders,  
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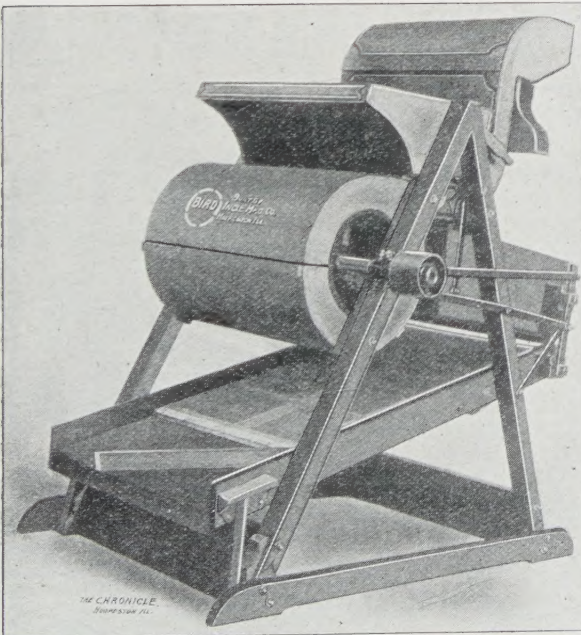
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These Machines are the product of great practical knowledge, together with unlimited experiment and inventive genius, which when combined with **OUR GUARANTEE** makes the purchaser certain of a machine that will give perfect satisfaction. The workmanship and materials used in its construction are of the very best, thus eliminating any chance of repairs having to be made from time to time.



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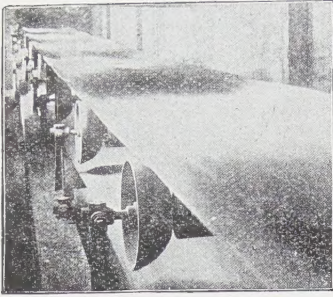
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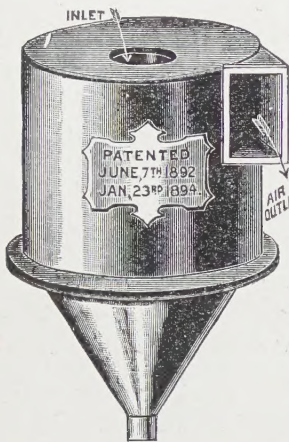
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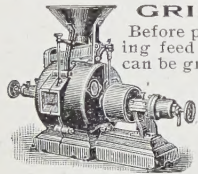
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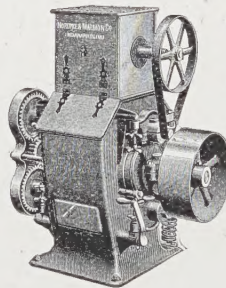


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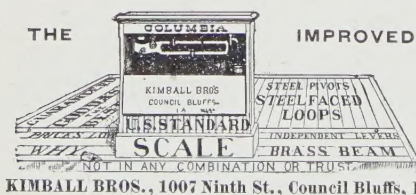
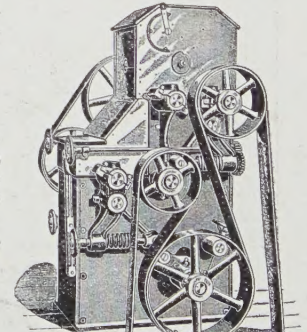
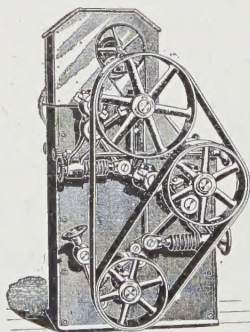
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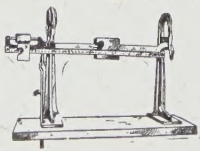
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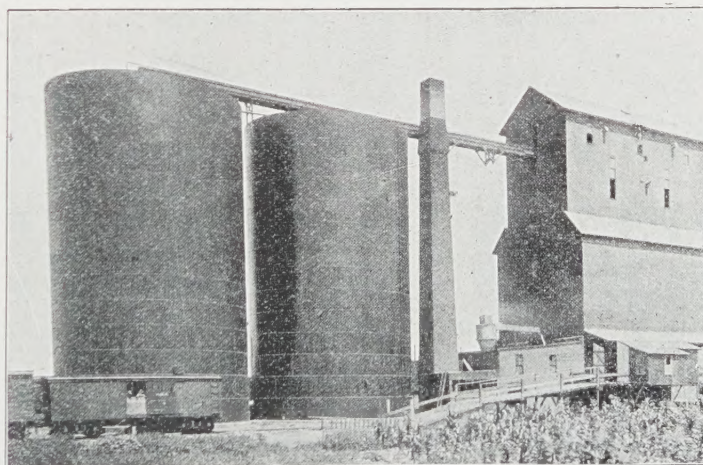
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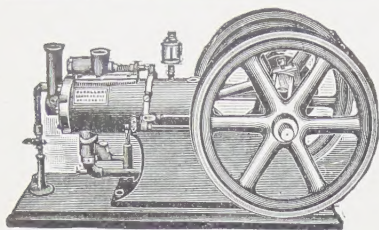


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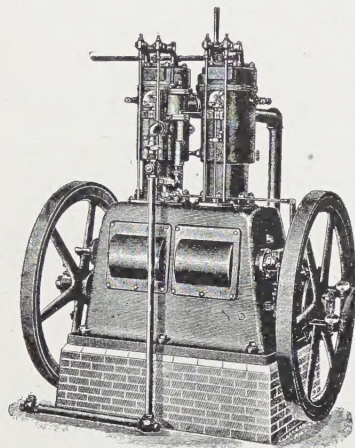
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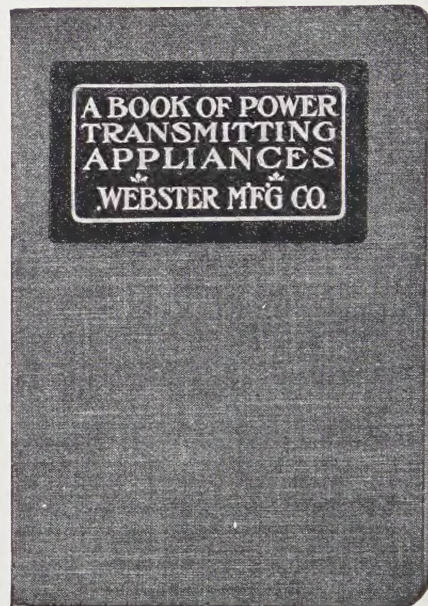
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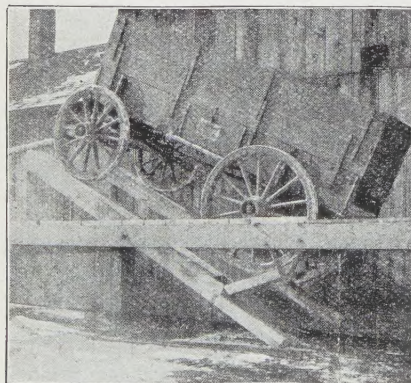


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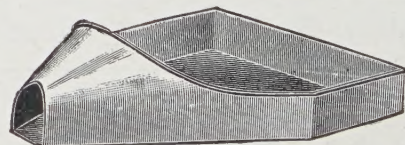
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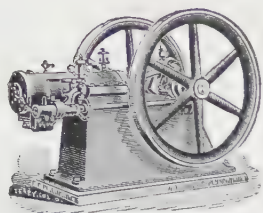
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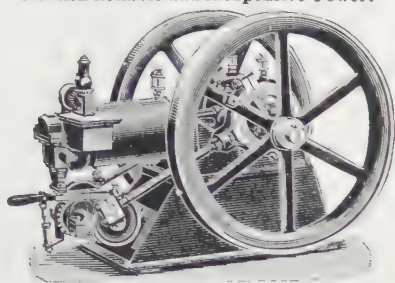
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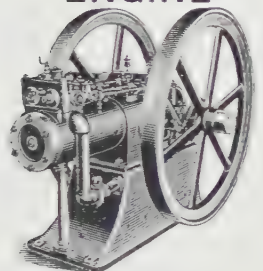


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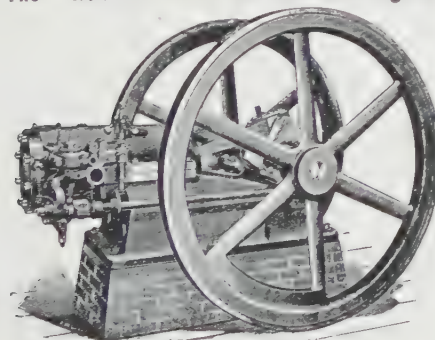
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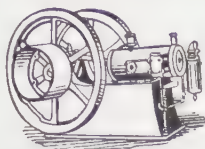
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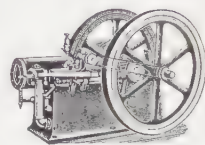
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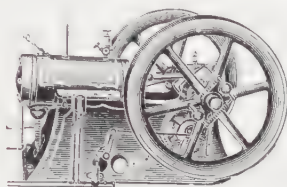
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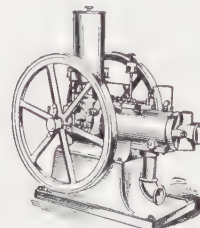
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POSITION wanted as buyer or manager of elevator, or would take steady employment at terminal elevator to start with. Experience in Manitoba. W. B., Box 5, care Grain Dealers Journal, 10 Pacific av., Chicago.

PRACTICAL MAN wanted, familiar with the manufacture of grain handling machinery and transmission, capable of laying out work from drawings. Address Machinist, Box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.



**MACHINES FOR SALE.**

INGRAHAM combined grain machine for sale. Cost, \$400; price, \$50. P. H. Bump, Janesville, Wis.

CORNMEAL ASPIRATOR and purifier for sale. Case, No. 23; price, \$50. Wamego Elevator, Wamego, Kan.

SECONDHAND Nordyke & Marmon 18-in. burr mill for sale. Price \$25 f. o. b. here. F. T. Thoms & Co., Minburn, Ia.

CORNWALL CORN cleaner No. 2, used 3 months, \$75, f. o. b. Washington C. H., O. B. S. Constant Co., Bloomington, Ill.

SHEAVE for sale; one 8-ft., 12-groove; for 1½ in. rope; good as new. M. Box 5, care Grain Dealers Journal, 10 Pacific av., Chicago.

GRAIN SEPARATORS for sale cheap. Make perfect separation and seed grain. Dealers handling them make \$60 weekly. Hirsch Bros., Milwaukee, Wis.

HOWES No. 5 oat clipper and Howes dustless separator, both for \$250 fob. Chicago; capacity, 500 bu. per hour. Guaranteed to be in first-class condition. Z. Box 2, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

NEW and second hand gasoline engines, roller feed mills, steam engines, boilers, shafting, pulleys, belting, flour mill and elevator furnishings at your own price. We corrugate rolls on best machines at large discount. Get our prices and save money. Jackson Corn & Feed Mill Co., Minneapolis, Minn.

THREE Monitor separators, capacity 800 to 1,000 bus. per hour; have been in use two years; in good repair; 3 Silver Creek oat clippers, capacity 400 bus. per hour; condition good; 4 Morgan oat clippers, capacity 400 bus. per hour; condition good. We will sell these machines very reasonable. Armour & Co., Chicago.

H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the JOURNAL; and have received several letters since inquiring about it.

Little & Co., Oldtown, O.: Please discontinue for the present our "For Sale" ad, as we already have more replies than we can look after.

H. A. Clevenger, Bondville, Ill.: I have sold the elevator at York, Neb., so you may take the ad out of the JOURNAL. I received letters from every direction.

## Clarks Car Register.

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record of 7,500 cars. Well bound, 11x14½ inches. Price \$1.50.

The same book, with space for registering 15,000 cars. Price \$2.50.

Sold by **GRAIN DEALERS COMPANY,**  
10 Pacific Ave., CHICAGO, ILL.

**ENGINES FOR SALE.**

ATLAS 40-h. p. steam engine for sale cheap. Hutchinson Grain & Feed Co., Hutchinson, Kan.

GASOLINE engine; 12 h. Fairbanks Morse, used 3 mos. Wm. R. Perrin & Co., 46th and Loomis, Chicago.

SEVEN horse Otto and 10 h. Fairbanks gasoline engines. Backus Gas Engine Co., 171 Lake St., Chicago.

ENGINE, 35 and boiler, 40 h. p., Stillwell heater; all connections; 40 ft. stack; \$225 f. o. b. Piqua. A bargain. Come and see it. C. N. Adlard, Piqua, Ohio.

ENGINE, 12-h. p. gasoline; 16-in. Kaestner mill; boilers and engines, 3-h. p. up; new boiler feed pumps, \$18. The Bicknell Hardware Co., Janesville, Wis.

GOOD Frost engine 20 and boiler 30 h. p., at \$100 less than cost. Bot for new elevator; but owing to hitch new engine was put in, this being inaccessible. Seafield Grain Co., Wolcott, Ind.

NEW AND SECONDHAND engines, boilers, pumps and grain elevator machinery and supplies bought and sold. Write me your wants; I can save you money. W. M. Goggin, Board of Trade, Chicago.

STEAM outfit for sale; complete; good as new; price, \$300 cash; 20-h. p. engine and boiler, including firebrick and common brick furnace, in use only 4 months; engine and boiler guaranteed to be in good order. James Sheeran, Chapman, Kan.

**MACHINES WANTED.**

IF YOU do not find what you want advertise for it here.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

GOOD corn sheller and cleaner, elevator buckets and belting wanted; also 10 to 15-h. p. engine and boiler, suitable for small country elevator. Cecil Grain & Lumber Co., Cecil, Ohio.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

**FOR SALE.**

HALF interest in feed mill for sale; new; adapted for buckwheat; main R. R. S. K. Lyman, Tunkhannock, Wyo Co., Pa.

**FOR SALE-MISCELLANEOUS.**

MALT house and brewery for sale; capacity of malt house, 175,000 bu. per year; of brewery, 20 barrels; in Dayton, Columbia Co., Wash., a town of 3,500 population. For particulars write Jacob Weinhard, Dayton, Wash.

## WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

L. C. Butler, Arion, Ia.: I will let my ad stay in one more issue. I have received over a dozen letters inquiring about my elevator, and think I will make sale. If I do not, it will not be any fault of the JOURNAL.

M. E. Harris, Cowan, Ind.: I inclose check to balance bill for one more ad. The JOURNAL is all right. While I have not sold, I have had a number of inquiries, and it is no fault of the JOURNAL.

### GRAIN DEALERS JOURNAL

10 PACIFIC AVE., CHICAGO, ILL.

190.

Gentlemen:—Enclosed find One (\$1.00) Dollar for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name \_\_\_\_\_

Post Office \_\_\_\_\_

State \_\_\_\_\_



## Clarks Grain Tables

AVOID UNNECESSARY FIGURING,  
PREVENT ERRORS IN COMPUTATIONS  
BY USING

CLARK'S STANDARD SERIES  
OF GRAIN CALCULATORS,  
FOR REDUCING POUNDS TO BUSHELS.

**Clark's Grain Tables for Wagon Loads** reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

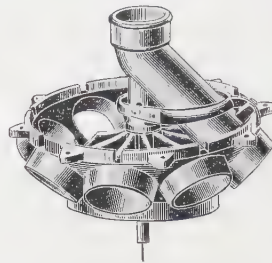
**Clark's Vest Pocket Grain Tables** include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

**Clark's Grain Tables for Car Loads** reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 75,000 lbs. Price \$1.50.

**Bushel Values** is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the  
**GRAIN DEALERS COMPANY,**  
10 PACIFIC AVE. CHICAGO, ILL.

## Hall Grain Distributor AND OVERFLOW INDICATOR.



*Absolutely  
Prevents...*

Mixing grain  
during process  
of distribution  
between turn  
spout and bins.

**Automatically  
Notifies Oper-  
ator when Bin  
is full.**

*Some of the line companies using our  
distributors in large numbers:*

- Nye & Schneider Co.
- Trans-Mississippi Grain Co.
- Crowell Lumber & Grain Co.
- Urdike Grain Co.
- St. Anthony & Dakota Elevator Co.
- Minnesota Elevator Co.
- Inter-State Elevator Co.

Send for  
booklet to **Hall Distributor Co.,**  
222 First National Bank Bldg., OMAHA, NEB.

## Clark's Grain Book

**Is a Record and Memorandum Book  
for the use of Country Dealers.**

It is 9 1/2 x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmer's name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price.

**Price \$1.50.**

For Sale by  
**Grain Dealers Company,**  
10 Pacific Avenue, Chicago, Ill.

## Gradual Reduction

which has been so successful in milling flour is now for the first time applied to grinding feed.

### THE CORN BELT FEED GRINDER

for grinding ear corn and all small and mixed grains, does not crush the corn, but cuts it to pieces with a series of knives. First cuts into large cubes gradually reducing them until the burrs take up the work. **MAKES BETTE**

**FEED AND SAVES POWER.**

Easily operated with 3-

h. p. up. Runs at low

speed—50 to 300 revolu-

tions. **GRINDS MORE** ear

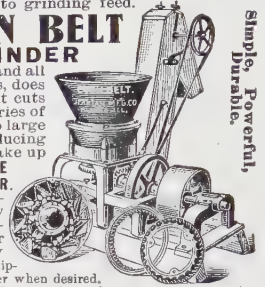
corn per h. p. than any

other grinder made. Equip-

ped with elevator and sacker when desired.

Don't buy a grinder until you write us for circulars, prices, etc.

**SPARTAN MANUFACTURING CO., 75 Fox St., Aurora, Ill.**



Simple,  
Durable,  
Powerful.

J. D. Rippey, Stafford, Kan.: Discontinue the advertisement, as I have sold one-half interest in my elevator business to C. F. Bucher. The sale was consummated through the advertisement appearing in the JOURNAL.

## Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9 1/2 x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. **Price \$1.50.**

**GRAIN DEALERS COMPANY**  
10 Pacific Ave., Chicago, Ill.

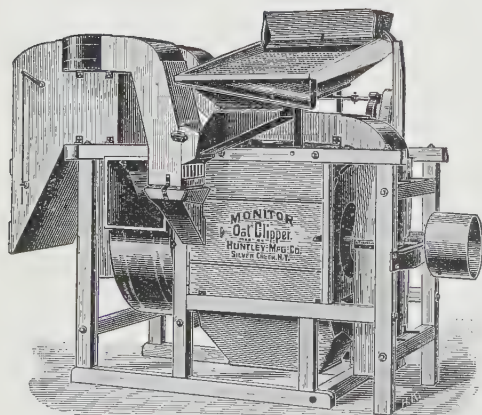
# MONITOR MACHINES STANDARD THE WORLD OVER.

Barley, Corn, Flax  
Cleaners.

OAT CLIPPERS,  
GRAIN CLEANERS.

High Grade—Superior Construction

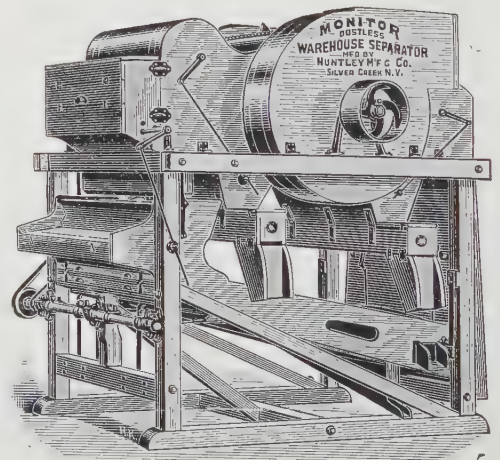
Write for Full Information, Circulars, Etc.



## HUNTLEY MFG. CO.,

Sole Manufacturers,

SILVER CREEK, N. Y.





# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

BY THE

**GRAIN DEALERS COMPANY.**

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, . . . . . Advertising Representative.  
NORMAN H. CAMP, . . . . . Attorney for the Company.

Price, Five Cents a Copy: One Dollar Per Year.  
Foreign Subscriptions, \$1.50 per year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., MARCH 10, 1900.

Pay top prices for good grain, let others buy the poor grain.

Trusts and trust made goods are not in favor with the buying public.

The best antidote for unreasonable competition is true friendliness.

A meeting of Iowa grain dealers will be held at Des Moines March 14.

If you would build an inexpensive elevator beware of the barn builders.

The recording scale beam has come to stay. Errors in reading and recording paved the way.

Unfortunate, indeed, are the grain dealers of that district of a grain surplus state which has no local association.

Landlords should collect their own rents; the grain dealer has other business requiring his time and attention.

The shipper who sells his grain buyers weights and inspection is not in a position to kick if returns are not satisfactory.

Do not overlook the fact that it would be to your advantage to advertise the road over which you ship grain on your letterheads.

Screenings and dirt found in grain is never worth as much as the grain. If you must buy it, don't be cajoled into paying more than its real value.

Credit a farmer's story regarding the high prices of your competitors, and you will soon catch yourself paying more for grain than is justified by the market.

How very much better off the grain trade would be if the leeches were exterminated. The bucket-shop man and the scoop-man must go. They are not needed.

The proposed rates of commission would be likely to drive consigned grain to other markets and make all the Chicago Commission men buy grain on track.

The sheller which chews up the cobs as well as the corn is all right as a cob crusher, but is not suited to the needs of the shipper who has sold contract grades ahead.

The man who builds a thousand dollar elevator upon a ten cent foundation must expect his entire plant to fall in the mud. The well constructed plant is the cheapest in the long run.

Spring is here, and with it has come the usual number of crop guessers who are rigorously working their imaginations overtime in hope of establishing reputations as crop experts.

It is remarkable that many grain dealers make marvelous profits cleaning and mixing grain, while others seem to be unable to profit by it or even understand how they save freight on dirt.

Docking shippers' grain at terminal elevators for future shrinkage is not honest. If a shrinkage occurs the loss should be borne by he who owns the grain at the time the shrinkage occurs.

The commercial exchanges would do the trade a good turn if they would abolish all rules relating to carloads. The bushel or cental should be the only standard unit used or recognized.

And now the Standard Oil trust which keeps up the price of gasoline wants the Government to pay it a subsidy for carrying its own goods abroad. How very greedy. What will it do next?

The Jack-of-all-trades is ever alert for an opportunity to give evidence of his thoro incompetence. The latest sample of his work is connecting dust pipes with the exhaust ports of dust collectors.

The amount of power required to run a machine depends as much upon the operator as upon the machine. Dirty, dry bearings, worn out belts and crooked shafting consume power very rapidly.

Perfect ventilation of grain cars would greatly reduce the heating of corn in transit and while in cars at terminals. Old as well as new corn will absorb moisture very rapidly, and thereby is quality is reduced.

Indefinite terms of contracts are responsible for many heavy losses. By exercising great care in expressing orders fully and explicitly dealers will prevent much trouble for themselves, as well as their friends.

The postponed meeting of the Kansas Grain Dealers Association will be held at Topeka next Wednesday and Thursday, after which a large number of the members with their better halves will go on a grand excursion to Houston, Galveston and Sabine Pass.

Ohio grain dealers will profit by sending their names, addresses and grain handling facilities to the Secretary of the state association today. By so doing you will place at least one bar in the way of any scoop shovel shipper who may desire to enter your market.

Now is the time to encourage your farmer friends to clean their seed. If they have no fanning mill, you can afford to clean their seed for them for 1 cent per bushel. They will raise more and better grain and the dealers will be able to pay better prices for it.

The cheapest insurance policy, like the cheapest machine is not always desirable.

If you think there is not an active demand for elevator property just glance over our department devoted to "Elevators Wanted" in this and four or five numbers immediately preceding.

Some elevator men always insist their scales weigh correctly, yet never have them tested or overhauled. To all such the thot, that scales thru long use come to weigh against their owners as often as in their favor, must be consoling. It pays to know they are always right.

On the success of the local association must rest the success of the state, and eventually the National Association, for it alone is fitted to settle local differences and overcome local difficulties, and the larger associations alone are strong enough to handle problems of broader expanse.

The dealer who induces his farmer friends to sow clean grain of superior quality will be rewarded by having more grain to handle and by being able to pay better prices for it. There is always profit in supplying them with such seed aside from the direct profit realized by the sale of it.

The nearer the grain business is reduced to a cash basis, the shorter will be the lives of the bucket shops. Prices will be better and business on the commercial exchanges will be more active. Even some who doubt the efficacy of shorter futures show a willingness to give it a trial.

Russia has been importing our agricultural implements by the shipload, and millions in India are starving for want of our grain. The only thing badly needed by Argentine at present seems to be a full line of our best grain cleaning machinery. Any other competitors are not to be considered.

Dealers of unorganized territory who are willing to support a local association can have a division of the Grain Dealers National Association organized in their district by addressing the secretary of the National. By being organized as a division of the National, instead of an inde-



pendent association, they will have its help in the settlement of troubles outside their district, the influence which its prestige and name will give them and be able to confine their efforts to the settlement of local difficulties.

No elevator man will deny that a bucketless belt will elevate no grain, yet most of them overlook the fact that every bucket scraped off a fifty-bucket leg will reduce its elevating capacity by 2 per cent. Wabbling pulleys in elevator heads not only scrape off buckets, but they also waste much power.

The grain dealer whose laziness permits him to buy grain unseen, is encouraging the seller to bring very dirty and the poorest of grain to him, while the buyer who examines every load carefully and discriminates sharply in favor of the superior grain educates the growers to bring the best grain to him.

The flour milling trust and the Brooklyn Warehouse trust, both of which originated with a New York grain dealer, which have been in very poor health, continue to decline. It is the fervent wish of many who believe in the perpetuation of the individual business man that all trusts may continue to grow less.

The grain shipper who travels much by day does not blame the railroads and the terminal elevators for all the shortages in shipments. The grain strewn along the tracks convinces him as nothing else could that much grain leaks outside of cars and that the leaks are due directly to extreme carelessness in cooping cars.

The desire to reduce the cost of insurance and prevent the interruption of business by fires is increasing the demand for fire-proof elevators. Steel tanks and elevators still have the lead, and the recent reductions in the price of steel is found to make them even more popular, but both cement and fire-proof tile elevators are pressing hard for consideration.

When all shippers take a firm stand for steady rates and uniform rates to all, the freight traffic managers may increase the dividend earning power of their lines. Continued indulgence in rank discriminations may result not only in the destruction of the businesses of the small shippers, but in placing the power to make freight rates in the hands of the large shippers.

The elevator operator who frequently shoves his lantern into the dusty boot, sink garner or bin will be amazed by the explosive power of dust some day, but it will be too late to reform his habits. The destruction of the two large elevators at Toledo and many other destructive explosives of grain dust give unmistakable proof of the danger of exposing a flame to such dust.

Uncle Sam is again after traders who use his mails for bucket-shopping transactions. The crime is not so much against the mails as it is against the gullible males, who are swindled out of their hard-earned dollars. They are the males in real need of protection, but politics so engrosses the time and attention of our state officials that the state laws are not enforced.

The Grain Dealers Journal is published in the interests of regular grain dealers who have invested their money in the business and follow it for a livelihood. Upon them we depend for our subscription list, and to them we aim to confine our circulation. We do not solicit, court, nor want the patronage of scoop shovel trouble breeders, nor do we seek to obtain their subscriptions thru the agency of sample copies.

The millers of many parts of the country clean all wheat presented for sale and return the screenings and dirt to the farmers. Some grain buyers have shown themselves possessed of enough backbone to do likewise but not many. Those who continue to buy dirt at the price of wheat will no doubt be pleased to know that those who have put in cleaners and remove the dirt before settling have saved more than enough to pay for cleaner in a very short time.

If you had your house erected by a barn builder, or one who has not had as much experience in this line of construction as the ordinary barn builder has, and you desire to know the condition you will likely find your house in some day, just refer to our engraving of the elevator which collapsed recently at Latimer, Iowa. The grain was all removed before our artist arrived with his camera, but it shows very clearly that what is left of the house, is not worth having.

Those studious titled Englishmen continue to croak over the world's coming wheat problem and the starvation of the world's populace when the actual needs shall have exceeded the possible production. At the same time the yearly average market price continues to decline and the wheat growers wistfully long for consumption in excess of production. Worrying over possible food problems which MAY confront the people of the next century or the one following it, will not help us to meet our own troubles.

The grain dealer who permits children to play around his elevator would be much put out if sued for damages in case a child was killed on his premises, yet this very thing is possible and probable. Maintenance of dangerous machinery on private grounds, unprotected from visits of trespassing children, is held, in *Biggs vs. Consolidated Barb-Wire company* (Kas.), 44 L. R. A. 655, to render

the owner of the land, who has knowledge that children and others are accustomed to frequent the grounds and climb upon structures which support the dangerous appliances, liable in damages for an injury to a boy caught in the machinery and killed.

The apathy of regular grain dealers who are requested to send their names, addresses and facilities to some hard working secretary who seeks to establish a barrier to protect them from scoop shovel competition is exasperating. They are quick enough to demand relief when the scoop man comes, whether they are members or not. The dealer who will not give one minute to writing this information on his letterhead and mailing to the secretary for the guidance of track buyers and commission men does not deserve help when trouble comes. These remarks apply especially to the regular dealers of Ohio, a very few of whom seem to appreciate the wisdom of supplying this information to the secretary of the state association.

An expert, who appears to know whereof he writes, insists that the chemical fire extinguishers which must be inverted to become serviceable are dangerous and will surely disable those who attempt to use them. He maintains that competition has reduced the price to a figure which forbids the building of cylinders strong enough to withstand the enormous pressure to which they will be subjected when the chemicals are mixed. It is the old story of penny wise pound foolish. The elevator owner expects to protect his property from incipient blazes and to reduce the cost of insurance by placing cheap chemical extinguishers about his elevator, yet by this very action puts himself in danger of great loss from the destruction of his employees by the explosion of his extinguishers. The best is always the cheapest in the end.

The Secretary of the Western Elevating Association of Buffalo with depressed spirit and reduced earnings maintains that Buffalo charges no more than a fair cost for transferring grain passing thru that city and tries to blame New York with driving the grain trade to other routes by extortionate harbor charges. When thieves fall out, honest men may get their dues. The charges on export grain at Buffalo and New York were so very extortionate for years during which the elevator and railroad interests maintained that the grain couldn't go any other way, that the grain exporters were compelled to seek other routes. The Western Elevating Association in the face of a law which forbade the charging of more than 1/2 cent per bushel for transferring grain, for years charged each shipper 7/8 of a cent per bushel on all grain passing thru that port. In order to get around the



state law it charged 10 days' storage for each bushel passing thru the elevators. The Secretary may maintain that the profits of the business were so small that the association closed and kept closed nearly half the elevators in Buffalo, yet the Western trade will always think that this was for the purpose of reducing operating expenses. It is believed by some, in fact was never denied, that the owners of the other houses drew dividends just as tho the houses were working 49 hours a day.

The popular country elevator of the 20th century will have its sheller, cleaner and separator on the first floor where the operator can easily make a frequent examination of any or all of his machines and the work each is doing. Climbing 60 to 100 feet to examine a cleaner or descending into a dark, dirty cellar to try to find out what is wrong with a sheller is never a pleasant undertaking and will never be done when the operators' attention is fairly well occupied with more pleasant duties on the first floor. The grouping of all the machines on the first floor would reduce the fire hazard and the operating expense as well as improve the quality of the work done. Where the sheller is placed in the basement beside the boot, it might grind up a dozen horse shoes and become a roaring furnace before the operator suspected anything was wrong.

Elevator men who are so fortunate as to have their plants lighted with incandescent electric lights will do well to heed precautions regarding their use, which has been compiled by experts. One which is especially worthy the attention of superintendents of large houses is that where globes are likely to come in contact with wood they should be protected by wire guards. It has not been six months since an elevator superintendent who was proudly showing a visitor thru his new house found the incandescent light which was used for lowering down into tank about elevator boot, hanging against the wood work of leg under the floor. The visitor called his attention to the fact that the wood was scorched, but the superintendent maintained that there was no danger. Those who are of similar opinion will be convinced of their error if they will only take the trouble to conduct an experiment of this kind. It might be well to watch the light closely. Tying knots in cord or hanging cord over wood work is accompanied with danger.

Wheat receipts at five winter and four spring grain markets for the 36 weeks ending March 5, as compiled by the Cincinnati Price Current, were 173,175,000 bushels; against 218,850,000 and 185,894,000 for the corresponding weeks of 1898-9 and 1897-8. For the week receipts were 3,579,000 bushels; against 3,517,000 for the previous week, and 3,320,000 a year ago.

## LETTERS FROM THE TRADE

### TOLEDO WEIGHTS NEED WATCHING.

Grain Dealers Journal: We have prepared a list of weights of some corn weighed in Toledo, O., and shipped during January and February, 1900; for comparison with weights of about an equal amount of corn shipped to Decatur, Ill., during November and December, 1899. This shows that in Toledo, out of 10,210 bushels there was a shortage of 66 bushels, making an average of  $6\frac{1}{2}$  bushels per 1,000 bushels; whereas in Decatur, out of 9,175 bushels, there was a shortage of 12 bushels, or an average of about 1-3 bushels per 1,000 bushels.

We shipped from Illiopolis, Ill., from June 1 to Nov. 1, 1899, 29,579 bushels, which weighed out in Toledo 29,363 bushels, making a shortage of 234 bushels, or 7.9 bushels per 1,000 bushels; while shipments from Illiopolis, Ill., to Pratt & Co., Decatur, Ill., of 14,685 bushels, turned out 14,602 bushels, making no shortage.

This looks like conclusive proof that the weighing committee in Toledo, O., should look after matters there. E. R. Ulrich & Sons, Springfield, Ill.

### THE CORN SITUATION.

Grain Dealers Journal: The opening of lake navigation each year invariably brings a demand for corn to lake markets that is dormant thru the winter and stocks are rapidly reduced in consequence. Heretofore as a rule the country has held large reserve supplies in station cribs and warehouses from which stocks in central markets could be easily and quickly replenished, but this year such reserves are comparatively nothing. From April 1 to June 1, 1899 (eight weeks), with aggregate receipts in all primary markets of 19,226,000 bushels the official visible was reduced 19,435,000 bushels. The present visible supply of corn is only 16,333,000 bushels, and with no great amount available in the country for quick movement it is not at all probable that primary receipts from April 1 to June 1 will aggregate as much as a year ago. During the eight weeks mentioned 24,313,000 bushels of corn was exported, and 14,352,000 bushels was withdrawn from the visible for domestic use, and if as much is required this year during the same time—and we see no reason otherwise, unless the price should be so high as to restrict its use—the visible supply on June 1 may be surprisingly small. On April 1, 1899, the supply of corn in Chicago was 21,453,000 bushels, and on June 1 following only 8,000,000 bushels remained. E. W. Burdick, Chicago.

### THE SCOOP MAN IN OHIO.

Grain Dealers Journal: Just at this time of the year the conditions of the trade are very attractive to the scoop shovel man, and he is able to get in his work now in better shape than at a time when the crop is moving freely. Many of the regular dealers are being seriously embarrassed in the operation of their business. It has become a matter of vital importance to the work of the Ohio Association.

If we can get a complete list of the regular dealers thruout the state we are

assured by the best class of track buyers, receivers and commission men, who are doing business in the state either for shipment to local points or to the seaboard, that they will protect the regular dealer and will make it up hill work for the scoop shovel and transient buyer to do business. J. W. McCord, Secretary, Columbus, O.

### NEW GRAIN TARIFFS.

Grain Dealers Journal: At a meeting of railroad presidents in New York yesterday new grain tariffs from the Mississippi River and Chicago to the seaboard were agreed upon. The new rates took effect March 5, and are 15c per hundred pounds on all kinds of grain from the Mississippi River and Chicago to New York on domestic shipments and 13c on grain for export. By domestic shipments we mean grain for use in New York or other places in the East.

These reduced tariff rates will be of but little public benefit, for according to all reports the railroads are hauling grain for "big" shippers to the seaboard for 10c to 12c per hundred pounds, and will continue so to do. The only benefit that we can see in the reductions will be in permitting some "small" shippers to enter this market and buy grain for New England points, especially oats, and their buying will have a favorable effect on prices. The big shippers buy most of their grain in the country of farmers and dealers, using this market principally for selling futures and manipulations.

The new tariffs have not yet been issued. But if the rates are as reported there will be no freight east of the Mississippi River for Iowa shippers to pay to bring the grain to Chicago on all rail thru billing. The new lake and rail rates from Iowa points to Chicago will be the rate from the point of shipment to the river plus 2c per hundred if for export, and 2.4c per hundred if for domestic use. All Iowa grain should be billed as follows:

"C. S. Bentley, New York, notify same Chicago. FOR EXPORT. To be held at Chicago for inspection and reconsignment." This is the only form of billing that all Iowa roads will change as desired after cars reach Chicago. E. W. Burdick.

### THOUGHTS ON EXPANSION.

Grain Dealers Journal: Possibly in the notes on the grain dealers meeting at Council Bluffs, the honor of being the only anti-expansionist was intended for me. Since our friend, G. L. Graham of St. Louis, in the Journal of Feb. 10, pleads not guilty of such charge, then as the bearer of the same cognomen, I must be guilty.

While I do not boast of my anti-expansion views, still I am not ashamed of them. Expansion, or rather enlargement of trade, finds in me no opponent. Growth would be a better term to use. Expansion is trying to cover more ground than a person can handle properly. Applying it directly to our association I fail to see where we as dealers would be benefited either directly or indirectly. Expansion would mean more labor for our officials in routine work, and therefore a neglect of the individual.

As I understand the idea of organization it is for the promulgation of certain ideas or principles. Just as surely as an organization becomes unwieldy with num-



bers so, surely does it naturally drift towards an oligarchy. Our association now is not so unwieldy that every member cannot attend and take part in its discussions as a committee of the whole, and yet not prolong the sessions. Let the membership be thrice as large and then everything would be done by committee and red tape would be inserted. As a result nine-tenths of the members would be mere figureheads. Then again, let us measure the cost. Meetings would be held oftener. They would be held at widely separated points and the railroad fare and time would mean much to the small dealer. Since the railroads give no favors to grain dealers the matter of railroad fare would be considerable of an item.

Just as long as individuals and nations keep within their powers, just so long are they of influence. The expansion of an organization means nearly always the loss of its individuality. Rome sowed the seeds of her final dissolution when she began to expand her territory by conquest. History will go on repeating itself thru the cycles.

Put me down against expansion in organization and especially by the sword. J. R. Graham, Hastings, Ia.

#### A GOOD STORAGE CONTRACT.

Grain Dealers Journal: I send herewith our storage contract. We never have any trouble when these are used. The only

in Paulding county, we have exceedingly rich soil, almost identical with black bottom land in Illinois. The crops in this county of corn last season were from 60 to 100 bushels to the acre, and the corn crop increases each year as more land is cleared. To men who wish to locate elevators I know of no more advantageous and promising locality than along our railroad, and in locating elevators we render every assistance we possibly can consistently, and use our best efforts to place our shippers on an absolute equality with their competitors on other railroads. The policy of this company is that the interests of its shippers and the railroad are absolutely mutual, and we not only endeavor to protect our shippers with equal rates, but also try to find markets for their products when they are not able to do so. Frank Finney, General Freight Agent Findlay, Ft. Wayne & Western Railway, Findlay, O.

### ASKED AND ANSWERED

#### GRAIN TICKET DOES NOT REQUIRE STAMP.

Grain Dealers Journal: Yours enclosing grain ticket of J. W. Carden, Geneva, Iowa, has been received. In reply to your question regarding the necessity of plac-

sions it is lawful for parties not in the banking business to take deposits from buyers of produce and pay their tickets without attaching revenue stamps to the weigh bills or orders, when banks who have paid their license are prohibited from doing the same thing without the stamp being attached to the ticket or order.

I have to advise you that grain and cotton tickets and the like may be cashed by a regular employe of the company issuing same, and directly to the parties to whom they are issued, without liability to the stamp tax, and they may also be cashed by a person not a regular employe of the company issuing same, provided the company deposits money with said person for the specific purpose of cashing these tickets, and providing the tickets are cashed out of the buyer's own money and no other.

Under the above ruling a bank would be allowed to cash grain or cotton tickets without requiring stamp on said tickets, providing the party issuing the tickets deposits funds with the bank for the specific purpose of paying these tickets, which funds the bank must keep separate and distinct from its general deposit funds, and providing the tickets are paid directly to the parties to whom they were originally issued. It must be understood that the funds so deposited are for the specific purpose of cashing grain or cotton tickets and the like, and for no other purpose.

## PRATT-BAXTER GRAIN COMPANY.

at \_\_\_\_\_ date \_\_\_\_\_ 190\_\_

Received from \_\_\_\_\_

Bushels

of grade No. \_\_\_\_\_ on store subject to the surrender of

this receipt and payment of charges, at the rate of \_\_\_\_\_ cents per month per bushel.

This grain is accepted on the conditions to which the holder hereof agrees, that the grain herein mentioned may be stored and mixed with other grain of like grade and the return of a like quantity of grain of a like grade, or cash value at this market, upon demand shall be accepted by said holder as a return of the grain received. That such grain is accepted at the owner's risk as to damage from heating and weevil, and if attacked by either will be removed by the owner on notice.

I ACCEPT THE CONDITIONS AS ABOVE

time we have trouble is when they are not used. I think a dealer who believes he injures his trade by using contracts is like a balky driver, balks his team. Contracts well made end themselves. "Goods bought right are half sold." Theo. P. Baxter, Taylorville, Ill.

#### GOOD LOCATIONS FOR ELEVATORS.

Grain Dealers Journal: We have at present nine elevators on our line and there appears to be at least room for ten more. The farming country on the east end of the road in Hancock and Putnam counties is well developed, productive of good grain crops, and on the west end,

ing a revenue stamp on each ticket, will enclose ruling 21,708 of the Commission of Internal Revenue. F. E. Coyne, Collector Third District of Illinois.

#### Stamp Tax—Grain and Cotton Tickets.

Grain and cotton tickets cashed by a regular employe of company issuing same, or from buyer's own money in hands of third parties, not taxable.

Treasury Department,  
Office of Commissioner of Internal Revenue,  
Washington, D. C., October 30, 1899.

Sir: I have the honor to acknowledge receipt of your letter of October 18, 1899, in which you call attention to treasury decisions 20,239 and 20,375, and ask to be informed whether under the above deci-

Any previous ruling inconsistent with the above is hereby modified to conform therewith. Respectfully,  
(Signed) G. W. Wilson, Commissioner.  
To Hon. J. W. Babcock, Necedah, Wis.

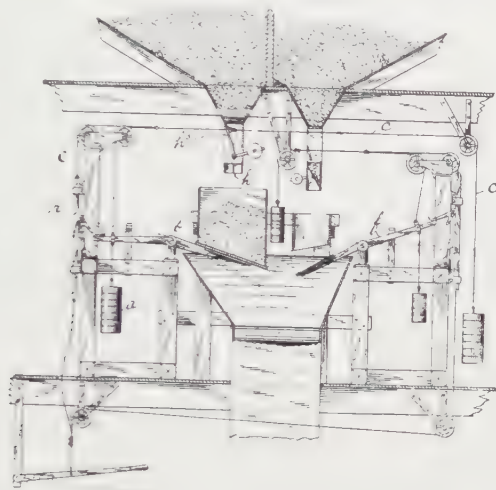
The lake and rail rates from Iowa points to Chicago are the rate to the River plus 2.9 cents per 100 pounds on domestic shipments and 2 cents per 100 pounds on export grain. The old lake and rail rates from the River to Chicago were 4½ and 4 cents respectively. Grain sold "lake and rail" is unloaded into elevators, and sales are usually reported, if reported at all, under the heading "In store and to go to store."



## AN AUTOMATIC WEIGHING MACHINE.

An automatic weighing machine will weigh all grain accurately that passes thru it. If grain men would add an automatic weigher to the equipment of their elevators it would give the correct weight of all grain shipped. They would then be able to know that shortage in their shipments were no fault of theirs. But if a shortage did occur that it would be due to either a leaky car or a thief. And if none but well coopered cars were accepted for their shipments, they would know that stealing was going on. Then it would not be a difficult task to call some one down.

The accompanying cut shows an automatic weighing machine on which letters patent has been granted to William Seward, of New York, N. Y., the inventor. A side elevation and partial vertical section is shown of two of these machines at different stages of their operation and their joint use. At the discharge end of the hopper is a chute provided with a valve. It is kept normally closed by means of a projecting lever and an adjust-



An Automatic Weighing Machine.

able weight. The valve is shown open, which permits the grain to be weighed to fall into the weighing hopper immediately underneath. This action continues until the weight of the accumulated grain is sufficient to counterbalance the weight and to tip the scale beam. The projecting arm attached to the hopper being raised causes a trip on a latch rod to swing forward. The latch rod is thereby loosened and at once pulled upward by a cord. The pressure to the left on the lever arm of the valve, being thus released, the weight under the action of gravity tips the valve and closes the chute against the further discharge of material.

There is no thru billing rate to the seaboard from stations in Wisconsin and Northern Illinois. Some roads running thru Central Illinois, however, make thru billing rates via Chicago, which can be determined by shippers by finding the difference between the rates from their stations to New York via Chicago and the Chicago-New York domestic rate. There is no export thru billing rate from Illinois points.

## SUITS AND DECISIONS

The two daughters of John Powell, who lost his life while in the employ of the Greenleaf-Baker Grain Co., Atchison, Kan., have brot suit for \$10,000 damages.

Terminal elevator proprietors who have passenger lifts in their plants are interested in a decision that elevator owners, like railroads, are common carriers, and responsible for any accident due to negligence.

Where storage receipts were intended to cover wheat actually in store, it was held that misdescription of the grade thereof would not, as between the parties, affect the title to the wheat. *Herrick vs. Barnes*, 81 N. E. Rep. (Minn.) 526.

A stipulation that written demand for damages caused by failure to promptly deliver a telegram shall be made within 90 days, before action will lie, is reasonable and will be upheld. *Western Union Tel. Co. vs. Vanway*, 54 S. W. Rep. (Tex.) 414.

Power of a corporation to purchase the stock of other corporations for the pur-

yet it is shipped into the state by carload lots. *Lasater vs. Purcell Mill & Elevator Co.*, 54 S. W. Rep. (Tex.) 425 (1899).

Judge Lacombe of the United States Circuit court has just decided that "calls" are not taxable. The decision is a far-reaching one, and, if it holds, will require the government to pay back to brokers and speculators all the money which they have been required to pay for the purchase of stamps used to affix "call" papers. Appeal may be taken from Judge Lacombe's decision.

A railroad company whose line extends to a point of intersection with a canal of the state cannot make a valid contract to repay to a shipper a portion of the freight paid by him, it being the regular rate posted by the company and received from other shippers; such a contract is prohibited by Ohio statutes. An action cannot be maintained to enforce a promise of such agreement. *B. & O. R. R. Co. vs. Diamond Coal Co.*, 55 N. E. Rep. (Ohio) 616.

Henry Spurney, a former employe of the Grand Trunk Railway at Chicago, on March 3 was awarded damages of \$25,000 by a jury in Judge Stough's court. This is the second verdict. Spurney sustained an injury twelve years ago while operating a grain elevator belonging to the railway. His leg was amputated twice. A jury in Judge Hutchinson's court awarded him \$25,000, and, tho he remitted \$10,000, the Appellate Court reversed the case. A special trial in 1897 resulted in a jury disagreement.

F. A. Laidley, of Cincinnati, has brot suit against Finley, Barrell & Co., at Chicago, for \$1,750 profits, which would have accrued to him had he not been sold out at an inopportune time. Mr. Laidley put up \$1,000 as margin on wheat Feb. 2, 1897, dealing thru Finley, Barrell & Co. Wheat went down continuously until April, when the \$1,000 was exhausted and the brokers called for more margins. Mr. Laidley's margining sum reached Chicago Saturday night after the close of the day's market, and his wheat was sold out at the closing price. Mr. Laidley maintains that the train bearing his draft was late.

## CRUDE OIL FOR GASOLINE ENGINES.

A method and means for the application of crude oil in the place of gasoline for furnishing the fuel for operating gasoline engines has been perfected.

The tests have been made in comparison with gasoline engines, and have demonstrated the fact that a much less quantity of crude oil is necessary to furnish the power than the use of gasoline would require, and that the cost of the oil is from one-fourth to one-third less than that of gasoline. The use of crude oil costs one-fourth of a cent per hour for horse power.

Gasoline is in general use, but the cost has been so great that crude oil will be much more practical.

The events of the cotton market will be memorable for years and years to come. Amid a whirl of excitement, the price of May contracts in New Orleans crossed the nine-cent level. The volume of the trading was colossal. The South once more stands erect, with its face to the sunlight, simply because its basic commodity is no longer a drug upon the markets of the world. Every value in that section must needs feel the healing touch of the transcendent change.

pose of controlling their management is denied in *De La Vergne Refrigerating Machine company vs. German Savings Inst.*, except when express permission has been given to make such purchases.

The W. D. Orthwein & Sons Grain Co., of St. Louis, Mo., has brot suit against the Galveston Wharf Co., of Galveston, Tex., for \$16,000, the trackage charge on 16,000 cars of grain, alleged to have been collected in violation of the terms of the lease under which the Orthwein Co. operated the elevator at Galveston.

A parol or verbal agreement to renew an existing policy when it should expire is valid, though no premium be tendered when the renewal policy should issue, provided the course of dealing justifies the belief on the part of the insured that he is to pay the premium only on demand. *Baldwin vs. Phoenix Ins. Co.*, 54 S. W. Rep. (Ky.) 13.

One who manufactures flour out of the state and ships it into the state to commission merchants, by whom it is sold, is held to be engaged in interstate commerce, because tho put up in sacks and sold by the sack by the commission men,



## GRAIN CARRIERS.

Corn is said to have been taken all rail for Boston for export at 10½ cents.

The Mobile & Ohio Railroad has cut its grain rates to points in the southeast.

The directors of the Chicago Board of Trade have asked Congress to pass the Cullom bill.

The Pennsylvania road has made contracts for 11,000 new freight cars, all to be delivered by the end of next August.

The grain cargo of the Allan line steamer California at Portland, Me., was ruined by water when the vessel ran on a reef.

H. E. Huntington confirms the report that the Southern Pacific will build a line from Mojave to Keeler, Cal., 100 miles long.

J. T. Marchand, special agent of the Interstate Commission is on his way to Chicago to ferret out the recipients of the cut rates on grain.

Not to be robbed of its share of the export grain traffic, the Illinois Central Railroad has cut its rate on corn from Chicago to New Orleans.

The new Russian ice crusher Ermak has made a speed of ten miles an hour thru ice two feet thick; and on one occasion forced its way thru a pack 34 feet thick.

The reduction of 3 cents in the rate on corn from the Missouri River to St. Louis, by the Missouri Pacific Railroad, is expected to result in an increased movement.

The Lake Carriers Association has obtained assurances from Congress that \$100,000 would be expended on the improvement of Hay Lake Channel; and that \$20,000 would be appropriated to reimburse the Association for maintaining harbor lights.

A rate of 3 cents on ex-lake grain from Buffalo to New York has been made by the New York Central, the West Shore and the Lehigh Valley. This is intended to hinder shippers from contracting with lake and Canadian lines for the transportation of large quantities on the opening of navigation. It is one of the lowest rates on record.

The Chicago Rock Island & Pacific has made surveys for an extension from Mountain View, Okla., west 50 miles. The contract has been let to Creech & Lee of Kansas City, Mo., work to begin on March 1. Work has been resumed on the branch from Anadarko to Fort Sill, Okla., 32.41 miles, for which S. Doleman & Son of Topeka, Kan., have the contract. Surveys are completed for the Guthrie & Kingfisher from Kingfisher to Seward, Okla., 26.57 miles, and grading is in progress from Kingfisher to Downs, 16 miles.

The new grain rates agreed upon March 1 are but temporary. A meeting of traffic managers at Chicago, March 15, will consider rates and make a higher schedule, it is said, than the present reduced rates. The new rates are, for export, Chicago to New York, 13 cents; Philadelphia, 12 cents; Baltimore, 11½ cents; and Mississippi River to New York, 13 cents; Philadelphia, 12 cents; Baltimore, 11½ cents. Domestic rates are, Chicago to New York, 15 cents; Philadelphia, 13 cents; Baltimore, 12 cents; and Mississippi River to New York, 17½ cents; Philadelphia, 15½ cents; Baltimore, 14½ cents.

## DESIGN FOR 10,000 BUSHEL ELEVATOR.

Only those dealers who have been so unfortunate as to operate an old-time, ill-arranged elevator can fully appreciate the advantages of operating a well-constructed elevator of modern design. The up-to-date elevator is operated with less help, power and labor. The builder who knows his business buys only such material as is needed and wastes none. The space enclosed is all used to advantage, and the house is so arranged as to be operated conveniently. Elevators designed and erected by competent elevator builders do not fall in a heap.

The illustrations shown are plans of an elevator made by M. J. Travis, who makes a specialty of designing and building grain elevators. It is what he designates as design No. 112-D and is for a 10,000-bushel elevator, for handling ear corn, as well as all other kinds of grain. It is designed for the convenience of the operator. The office and wagon scale being connected with elevator, one man can do the weighing, dump the wagons and operate the entire house without going outside of the elevator.

It contains seven storage bins, two dump sinks, one 500-bushel hopper scale, one four-ton wagon scale. The elevator is equipped with one 15-horse power steam engine and 20-horse power boiler, one No. 2 Victoria Corn Sheller, capacity 500 to 700 bushels per hour, one No. 2 Cornwall Corn Cleaner, same capacity as sheller. The one stand of elevators with 12 x 7 inch cups has an elevating capacity of 2,500 bushels per hour.

Cars may be loaded from the hopper scale or direct from the elevator head. A car can be loaded from elevator head in 20 minutes, and without any shoveling in car.

Cobs and screenings are spouted direct to the boiler room and used for fuel.

## THE SUPPLY TRADE

The S. Howes Co., Silver Creek, N. Y., write: The prospects for this season's trade is improving every day.

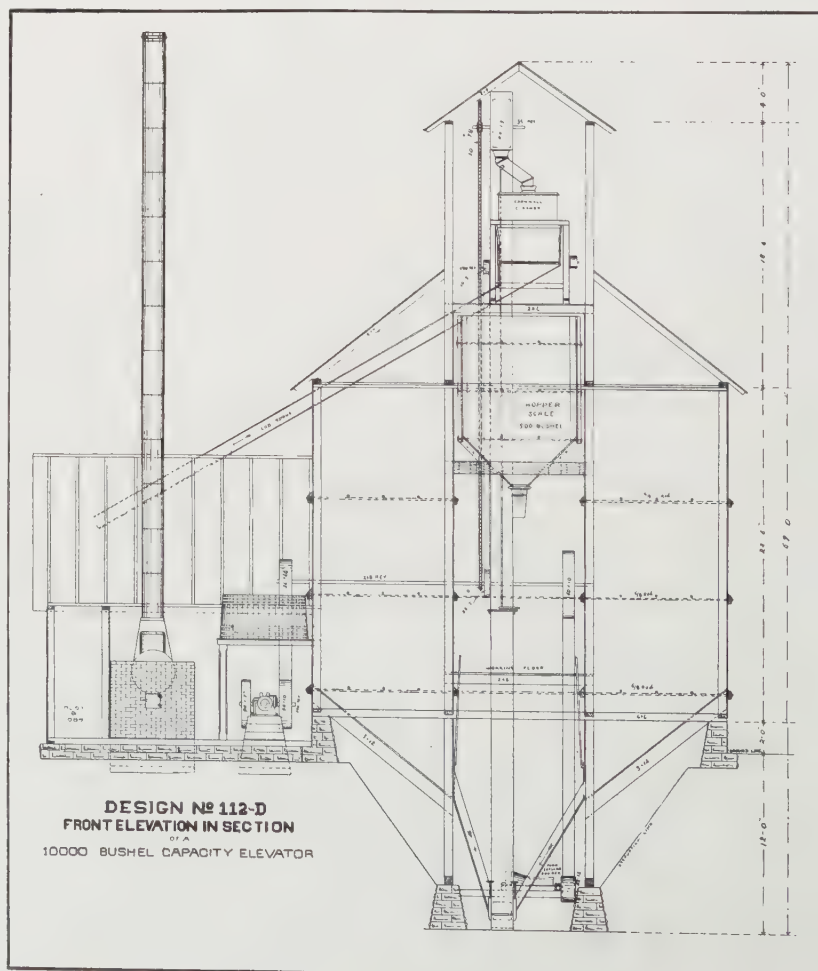
D. M. Gilmore, one of the firm of the Link-Belt Supply Co., Minneapolis, Minn., died recently, after a long illness.

The Pneumatic Elevator and Weighing Co., of Indianapolis, Ind., has filed a certificate of an issue of \$75,000 worth of preferred stock.

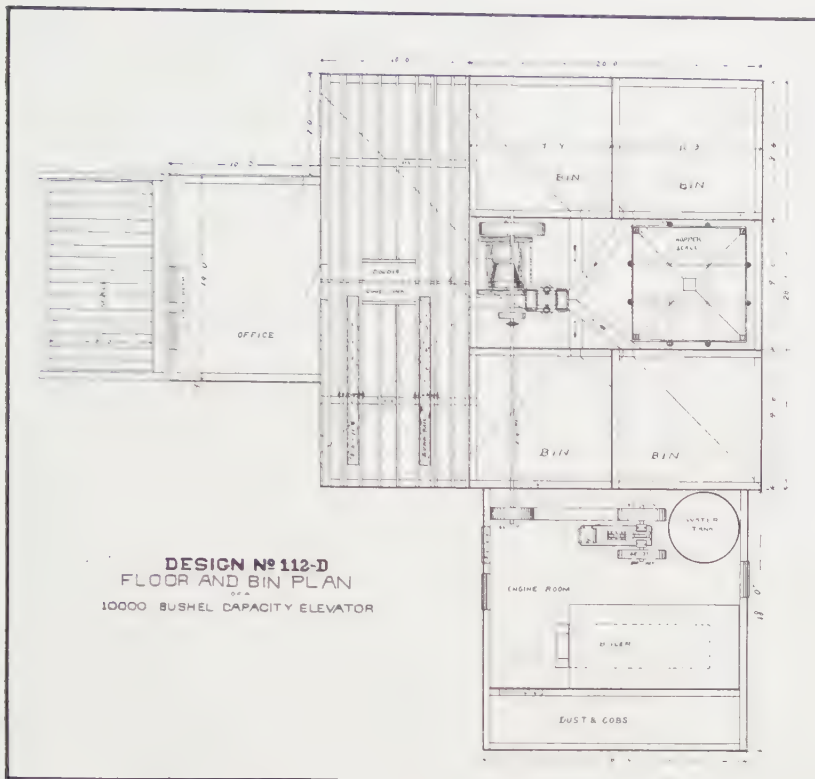
The Edward P. Allis Co., Milwaukee, Wis., recently installed two high service pumping engines at the Baden Station, St. Louis, Mo., which will pump 15,000,000 gallons per day each.

Eugene Brown, of Colfax, Wash., has invented a sack elevator. This machine is intended for the handling of grain in sacks in warehouses. It is said to do the work of six men.

The offices of the Robert Aitchison Perforated Metal Co., Chicago, have been removed from 269 Dearborn St., to room 905 Plymouth Building, 305 Dearborn St. The large increase in the company's business compelled it to seek larger quarters.







The assignee's inventory was taken last week. A joint meeting of the stockholders and creditors has been called to take place in the near future, at which it will be determined whether to retire from business or increase the capital stock and continue on a larger scale than ever. The marked success of the firm in the past would surely warrant the continuance of the business, and its extension on any lines the old managers might advise.

The acre yield of wheat is given by the Mark Lane Express as follows: United Kingdom, 32.75 bushels; Germany, 22; Canada, 18; France, 18; Roumania, 14; Austria-Hungary, 13.30; United States, 12.30; Russia, 10; India, 9.30, and Australasia, 7.36 bushels.

Under date of January 26, Consul Canada, of Veracruz, informs the State Department that, owing to lack of rain, the corn crop has been short in his consular district, and corn will have to be brot from other parts of the Republic, as it is virtually the staff of life for the large majority of the inhabitants. He suggests that United States exporters give the matter attention.

All grain sold thru billed is inspected, weighed and settled for just the same as if it had been sold to go to elevator. Iowa grain is often delivered to the buyers at the River, but such sales are made by samples taken from cars after they arrive in Chicago, unless the sale is made to arrive. In all cases, however, the grain is inspected, weighed and settled for at Chicago the same as if sold to go to a local elevator. E. W. Burdick.

Prichard & Honstain have opened offices at Hillsboro, N. Dak., as contractors and builders of grain elevators.

The office and machine shop of the W. A. Jones Foundry & Machine Co., Chicago, was badly damaged by fire Feb. 24.

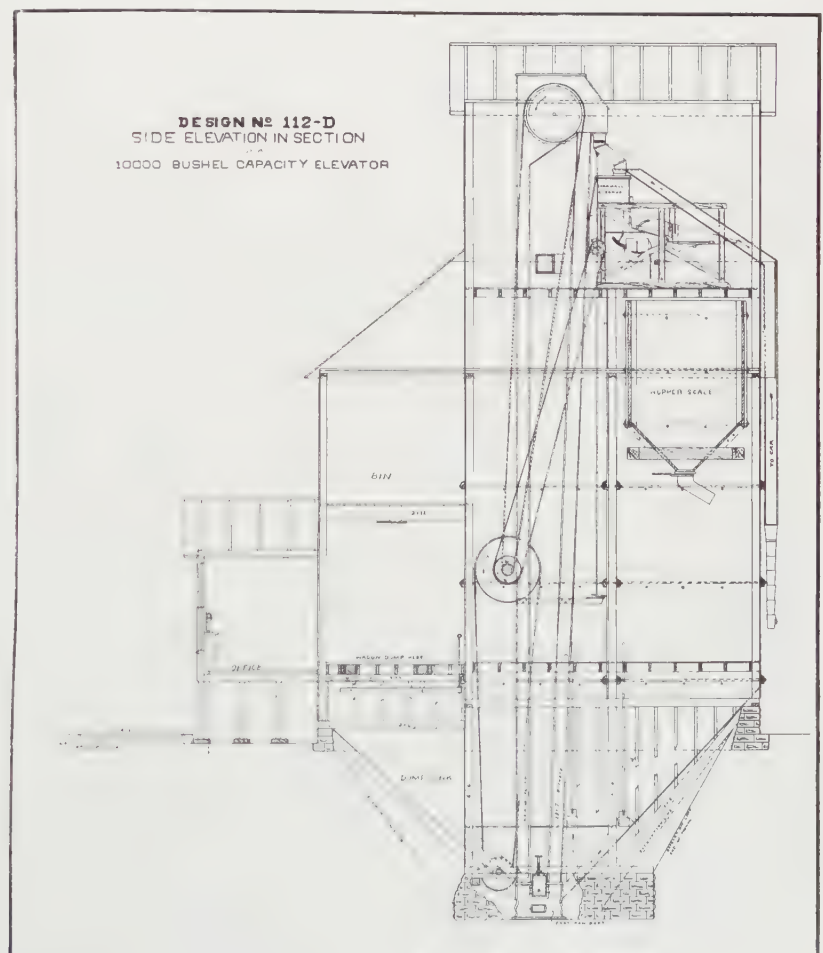
Not following up inquiries is like buying real estate and never improving it, with the difference that the real estate can be sold again, while the used advertising space and inquiries cannot.

An advertisement will not enable you to dispense with a traveler, but it will help your traveler. It will introduce him. It will interest a buyer in your goods, and consequently in your representative.

J. R. Martin, of Allenville, Ill., has bot the interest of Mr. Bean, of the firm of Bean & Cole, Sullivan, Ill., manufacturers of the Ideal Car Loader. The business will be continued in the future under the name of the Ideal Car Loader Co.

The many friends and patrons of the E. H. Pease Mfg. Co., of Racine, Wis., will be surprised and grieved to learn that that strong firm has made an assignment. On Feb. 27 an assignment of all its properties was made to C. H. Adams, the secretary and treasurer of the company for the benefit of its creditors. The company is perfectly solvent and will more than pay out in full if it is decided to wind up the business. The act is simply in the line of a business proposition to strengthen its financial condition and enable it to go forward with capital in proportion to the large increase of business it enjoyed during the past year, or else retire its debts in full and withdraw from trade. Its principal stockholders and officers have other and much larger business interests and its managing officers have much better positions open to them than their old positions, hence will discontinue, unless it is thought best to strengthen the company to meet the increase of business in hand and in sight. There are no small creditors, the management having paid in cash all accounts under say, \$250, that it re-

ceived up to noon of the date of its assignment, whether said accounts were due or not, and consequently outside of its own stockholders has not more than seven or eight other creditors to deal with all told.





## PROPOSED AMENDMENTS TO RULES OF THE CHICAGO BOARD OF TRADE.

At a meeting of the directors of the Chicago Board of Trade held February 28 it was decided to submit a number of proposed amendments to the rules of the Board to a ballot vote of the members. The proposed amendments in so far as they affect the grain trade are as follows:

Amend Rule X, Section 1, so as to read as follows:

Section 1. All applications for membership in this Association shall be referred to the Committee on Membership, who shall hold regular stated meetings for examining such applicants and their sponsors, in person, under such rules and regulations as may be made by the Board of Directors. Any male person of good character and credit and of legal age, on presenting a written application, indorsed by two members, and stating the name, residence and business avocation of the applicant, after ten days' notice of such application shall have been posted on the bulletin of the exchange, may be admitted to membership upon the approval by at least ten (10) affirmative ballot votes of the Board of Directors, and upon the payment of an initiation fee of twenty-five hundred dollars, and by signing an agreement to abide by all the rules, regulations and by-laws of this Association and all amendments that may be made thereto.

Funds received for initiation fees shall be kept separate and apart from other funds of this Association, and shall be used only for the redemption of memberships, as provided in the following section of this rule.

Amend Rule X, Section 2, so as to read as follows:

Sec. 2. The Board of Directors shall have power, in their discretion, to allow any member in good standing to withdraw from this Association and surrender his privilege of membership, and in that event the Board of Directors shall pay such retiring member fifteen hundred dollars, such sum to be taken from funds received for initiation fees under Section 1 of this rule, or from any funds of this Association not already appropriated for other purposes. When the funds in the treasury accumulated from initiation fees amount to one hundred and fifty thousand dollars, then the sum the Board of Directors shall pay such retiring members shall be two thousand dollars. The membership of a deceased member may be redeemed in like manner by payment to his legal representative. No member shall be allowed to withdraw, nor shall the membership of a deceased member be redeemed, until all dues, assessments and other sums due this Association shall have been paid (such indebtedness to this Association being entitled to priority of payment), nor until all outstanding obligations of such retiring or deceased member, arising out of business transactions with other members of this Association, shall have been settled and adjusted. Prior to such retirement or redemption of any membership, the retiring member or such legal representative of a deceased member shall file with the Secretary his application therefor, and such application shall be posted upon the bulletin in the exchange hall for at least ten days, when, if no objection shall have been filed with the Secretary, it shall be assumed that such member, or deceased member, has no outstanding claims against him. This section shall not take effect until the expiration of ten days after its adoption.

Amend Rule X, by striking out the present Section 3 and inserting in lieu thereof the following:

Sec. 3. If at any time it shall appear that there is not sufficient money in the treasury of this Association to redeem the privilege of membership of deceased or retiring members, the Board of Directors may, in their discretion, assess the members of this Association pro rata a sum sufficient to meet such contingency, and the privilege of membership of all deceased or retiring members shall at all times be subject to such assessment, as well as all other dues and assessment made, or ordered to be made, before such redemption or retirement.

Amend Rule X by adding thereto the following Section:

Sec. 4. When the annual assessment is made it shall be considered due, and any member neglecting or refusing to pay the same within thirty days thereafter may be excluded from the rooms of this Association until such assessment is paid. And in case of the failure of any member to pay the annual assessment during the whole of any fiscal year of this Association (said fiscal year beginning and closing with the day of the regular annual election) such failure shall of itself operate as a forfeiture and cancellation of the membership of such member, and of all rights and privileges thereunder. Payment of annual assessments by a member while under suspension

shall not be construed as in any way affecting such suspension.

Amend Rule XIV, so as to read as follows:  
Brokers; and Commission Rates.

Section 1. A member of this Association may act as a broker only as between other members. A broker shall be held personally liable on any trade or contract made by him until he shall give the name of a principal satisfactory to and accepted by the other party to the trade or contract.

Sec. 2. In no case shall a member of this Association, for himself or through any other person acting in his behalf, make trades for or give the name of any person, firm or corporation not a member of the Board of Trade as the principal of any such trade or contract. It being understood that this rule shall not apply to contracts between members of this Association and authorized agents of transportation companies, vessel owners, railroad, insurance or banking companies in connection with the ordinary legitimate business of the latter; but in all such cases the agent or broker of such person, firm or corporation shall be held liable both for the acceptance of the same by the alleged principal and for the faithful execution of the same under the rules of the Board of Trade by such principal.

Sec. 3. The following rates of commission, being just and reasonable, are hereby established as the minimum charges which shall be made for the transaction of the business hereinafter specified by members of this Association.

For the purchase or sale and for the purchase and sale of property for immediate or future delivery, whether the contract for purchase or for sale be first made, as follows: On all kinds of grain in 1,000 and 5,000 bushel lots, or multiples thereof,  $\frac{1}{4}$  cent per bushel. On flaxseed in 1,000 and 5,000 bushel lots, or multiples thereof,  $\frac{1}{4}$  cent per bushel.

It is hereby provided that in cases where property is bought or sold for immediate or future delivery for account of members of this Association, or for firms one of whose general partners is a member, or for corporations one of whose executive officers is a member, one-half of the foregoing minimum specified rates shall be charged and shall be the minimum rates in such cases. Nothing in this rule shall be so construed as to prevent special agreements by which higher rates of commission may be charged in special cases.

It is further provided that members who personally do their own buying and selling, but who clear their contracts through other members or firms doing business on the floor of the exchange, 25 cents per 1,000 bushels of grain, or multiples thereof, shall be charged and shall be the minimum rates of commission in such cases. But it is hereby expressly understood and declared that all such transactions shall be bona fide trades made for their own account only, and in no case, either directly or indirectly, on behalf of any other person, either wholly or in part.

Any member who, or whose firm or corporation, shall be convicted by the Board of Directors of a violation of the provisions of this section, or of any evasion thereof by making rebates in prices, by rebating the government tax, by making any contract or observing any contract already made, by furnishing a membership in this exchange, by giving any bonus, gift, donation or otherwise, or by rendering any other service or concession whatsoever, shall be expelled from this Association. Free telegraphic communication, however, shall not be construed as a violation or evasion of this rule.

Sec. 4. For the purchase or sale of property for immediate or future delivery, the following rates of brokerage, being just and reasonable, are hereby established as the minimum charges which shall be made: On wheat, corn and oats,  $12\frac{1}{2}$  cents per 1,000 bushels. On rye, flaxseed and barley, 25 cents per 1,000 bushels.

Higher rates of brokerage may be charged by special agreement, provided that such higher rates do not exceed double the minimum rates above named. Brokerage shall not be allowed to nor received by a member who makes his own transactions but who places his contracts with another member, firm or corporation.

Any member who, or whose firm or corporation, shall be convicted by the Board of Directors of a violation or evasion of the provisions of this section, shall be suspended for not less than six months.

Sec. 5. For purchasing or selling hay and straw in car loads containing ten tons or less, \$.50 per car load, and on cars containing more than ten tons, 50 cents per ton shall be the minimum charge.

Any member who, or whose firm or corporation, shall be convicted by the Board of Directors of a violation or evasion of the provisions of this section, shall be suspended for not less than six months.

Sec. 6. The following rates of commission, being just and reasonable, are hereby established as the minimum charges for receiving, selling and accounting for the following kinds of property:

For selling car-load lots of wheat in store, free on board cars or vessels, on track, delivered, or to be shipped from any other point,  $\frac{1}{2}$  cent per bushel. For selling car-load lots of rye and barley, 1 cent per bushel. For selling car-load lots of corn in store,  $\frac{1}{2}$  cent per bushel.

For selling corn otherwise than in store,  $\frac{1}{2}$  cent per bushel. For selling car-load lots of oats,  $\frac{1}{2}$  cent per bushel.

For selling canal-boat loads of grain in store, afloat or free on board vessels,  $\frac{1}{2}$  cent per bushel.

For selling flaxseed in bulk or in bags, 1 per cent. For selling clover seed in car-load lots, 1 per cent. For selling clover seed in less than car-load lots,  $1\frac{1}{2}$  per cent. For selling timothy seed,  $1\frac{1}{2}$  per cent. For selling all other seeds in bulk,  $1\frac{1}{2}$  per cent.

For selling bran, shorts, screenings and mill stuffs, \$.30 per car. For selling corn meal and mixed feed, \$.50 per car. For selling broom corn,  $\frac{1}{4}$  cent per pound.

In addition to the foregoing specified rates of commission there shall be charged all legitimate expenses, such as storage, inspection, government tax, insurance and other expenses which are necessarily or properly incurred in caring for the property and guarding the interests of both consignor and consignee.

Whenever a member of this Association, acting on his own behalf or as the representative of a firm or corporation, shall have made a purchase of any of the articles mentioned in this section, to arrive, in transit, or already arrived, such member, or the firm or corporation of whom he is the representative, as the case may be, shall notify, in writing, the party from whom such purchase was made, of the price and terms of such purchase, on the same day upon which such transaction takes place.

It is hereby provided that in cases where property is bought or sold for immediate or future delivery for account of members of this Association, or for firms one of whose general partners is a member, or for corporations one of whose executive officers is a member, one-half of the foregoing minimum specified rates shall be charged and shall be the minimum rates in such cases. Nothing in this rule shall be so construed as to prevent special agreements by which higher rates of commission may be charged in special cases.

Any member who, or whose firm or corporation, shall be convicted by the Board of Directors of a violation or evasion of any of the provisions of this section, either directly or indirectly, in any manner whatsoever, shall be expelled from this Association.

Sec. 7. For the purchase and sale of the following described articles, to arrive, whether the contract for purchase or for sale be first made, the following being just and reasonable, shall be the minimum rates of commission: On flaxseed in car-load lots, 1 per cent. On flaxseed in 5,000 bushel lots,  $\frac{1}{2}$  of one per cent. On clover seed in car-load lots, 1 per cent. On all other seeds,  $1\frac{1}{2}$  per cent.

For the purchase and shipment of wheat by rail, in less than 5,000 bushel lots,  $\frac{1}{4}$  cent per bushel. For the purchase and shipment of wheat by rail, in 5,000 bushel lots or more,  $\frac{1}{4}$  cent per bushel. For the purchase and shipment of corn and oats by rail,  $\frac{1}{4}$  cent per bushel. For the purchase and shipment of rye and barley by rail,  $\frac{1}{2}$  cent per bushel.

For the purchase and shipment of grain by vessels: On rye and barley,  $\frac{1}{4}$  cent per bushel. On other grain,  $\frac{1}{2}$  cent per bushel.

Any member who, or whose firm or corporation, shall be convicted by the Board of Directors of a violation or evasion of any of the provisions of this section, either directly or indirectly, in any manner whatsoever, shall be expelled from this Association.

The Board of Directors is authorized to offer a reward of not more than twenty-five hundred dollars to any person who shall furnish evidence that does convict any member, firm or corporation of a violation of Sections 3, 6 or 7 of this rule.

Amend Rule XVI, Section 1, so as to read as follows:

Section 1. No trade or contract for the future delivery of grain or provisions shall be made, or offered to be made, by any member or members of this Association, in the exchange room of the Board, nor in any of the public streets, courts or passages in the immediate vicinity thereof, or in any hall, or exchange hall, or corridor in any building located or fronting on any such streets, courts or passages, on any business day, except from 9:30 o'clock a. m. to 1:15 o'clock p. m., or upon any Saturday except from 9:30 o'clock a. m. to 12 o'clock m., nor on any day or that part of any day on which the Board shall hold no business session; it being the object and intent of this rule that all such trading which may tend to the maintenance of a public market shall be confined within the hours above specified. On any alleged violation by a member of this Association of the provisions of this rule which shall be brought to the attention of the President of the Board by credible report, it shall be the duty of the President to cause said



member to be summoned before the Board of Directors, and if the party shall be found guilty of such violation of the rule, he shall be suspended for not less than one month nor more than one year, and for a second violation he shall be expelled.

Amend Rule XVI by adding thereto the following:

Sec. 3. All trades or contracts for future delivery of grain shall provide for delivery thereof within a period of time not exceeding beyond the last day of the second month next following, that in which the trade or contract is made; provided, that contracts for corn and oats made on and after the first day of October in each year may provide for delivery in the month of May next following the date of such trade or contract. No trade or contract which shall provide for or contemplate delivery of grain at a time beyond the period of time herein provided, shall be settled through the Clearing House or Settlement Rooms of this Association. This section shall go into effect on the first day of May, 1900.

### A WONDERFUL STEAM BOILER.

"Whenever I think of a boiler I saw out West the other day," said an insurance inspector, just back from a trip over the prairies. "I feel an icy creeping about the roots of my hair. I found it on a hillside in a country town, but I am by no means certain it is still there. In fact, I wouldn't even bet on the hill being in the same place. The boiler was extremely old. It looked as if it might belong to the glacial period, and was totally devoid of indicators, gages, or anything else to show the head of steam or quantity of water. The proprietor was a placid German, who told me he filled it every morning with a bucket. I asked him how he estimated the pressure, and he replied that he occasionally let off a little steam, and if it 'looked blue' he ceased to poke the fire. After I heard that explanation I hastily retired to the other side of the town, and didn't breathe easy until the train pulled out. The old boiler has been running a corn sheller and rocking along for the last ten years, and its presence on earth each consecutive day of that period is a full-blown, 18-karat miracle. It is a capital illustration of the deep depravity of inanimate things. If it were located in the heart of the city, where it could blow up a hundred or so human beings at one fell swoop, it would explode in less than five minutes by the watch. Out there, where the best it can do would be to mix up the Dutchman and the hill, it evidently doesn't consider the results worth the exertion. I think it must be waiting for a Sunday school picnic."

A line of steel barges to carry grain between St. Louis and New Orleans has been formed with \$110,000 capital. Henry S. Potter is president and Alexander McDougall vice-president and general manager. The other incorporators are Ex-Gov. D. R. Francis, John Scullin, Festus J. Wade, I. H. Lionberger, Rolla Wells, Howard Elliott, James Campbell and John Fowler.

The aggregate supplies of breadstuffs in store in Europe and afloat therefor and in store in the United States and Canada on March 1, 1900—including a larger number of points than in any other compilation—were equal to 181,607,000 bushels against 189,336,000 bushels on Feb. 1 and 151,124,000 bushels on March 1, 1899. The decrease during February was equal to 7,749,000 bushels against a decrease of 10,250,000 bushels during January and an increase of 5,495,000 bushels during February, 1899. The aggregate supplies were 3,486,000 bushels more than reported at this time last year, and 41,036,000 bushels more than returned two years ago.

### THE CENTRAL GRANARIES ELEVATOR AT LINCOLN, NEB.

Nebraska has a number of first-class cleaning elevators as well as several hundred modern country elevators. One of the largest cleaning houses of the state is the Lincoln house of the Central Granaries Co., which was enlarged by J. A. Campbell & Son in 1899 from 75,000 to 325,000 bushels and its handling capacity increased to 80 cars per day.

The elevator is 48 x 216 feet with a track on each side. The machinery is so arranged that either side of the house can be operated independently of the other or with it as may be desired. The house is of cribbed construction and contains 64 storage bins 12 x 12 x 43 feet deep.

Two receiving legs are equipped with 20 x 7 inch steel buckets carried on a 22-inch 4-ply rubber belt. Two other legs with 6½ x 14-inch buckets handle the grain from the cleaners and the 10 mixing bins which have a capacity of 1,000 to 1,200 bushels each. The legs are equipped with J. A. Campbell & Sons' Self-Con-

ing and from this shaft it is distributed thruout the building by means of rope drives.

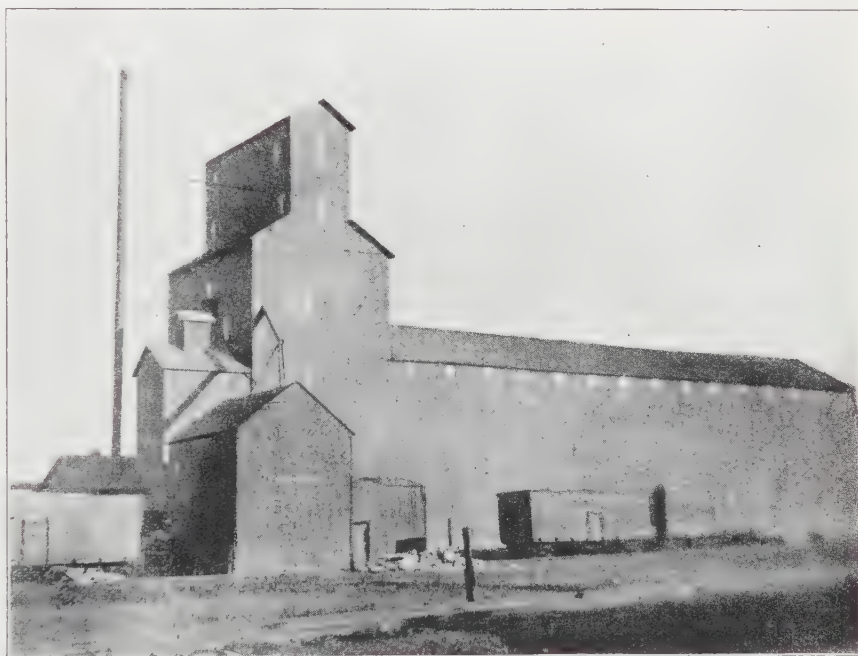
## SEEDS.

The stock of clover seed at Toledo March 3 was about 40,000 bags, a decrease of 2,000 from the previous week.

Our exports of flaxseed during the seven months ending with January were 2,633,337 bushels; against 2,787,289 and 257,165 bushels in the corresponding periods of 1898-9 and 1897-8.

Cotton seed exports for January were 7,384,880 pounds, against 9,605,581 pounds in January, 1899. For the seven months ending with January the exports aggregated 27,294,801 pounds, against 19,464,152 and a 20,964,388 pounds in the corresponding periods of 1898-9 and 1897-8.

Clover seed exports during January were 3,907,086 pounds, against 2,425,633 pounds during January, 1899. For the



The Central Granaries Elevator at Lincoln, Neb.

tained Adjustable Elevator Heads and Non-Chokable Boots. Each leg has an independent rope drive. The receiving legs receive grain direct from cars and from the storage bins by belt conveyors of the most approved pattern with iron disk concentrating and carrying rolls. The receiving legs deliver the grain to one of the two 1,400-bushel garners over the 1,200-bushel hopper scales. The hopper scales are equipped with self-registering beams on the working floor. From the scale hoppers grain is sent to the cleaning and mixing bins, to the storage and shipping bins by belt conveyors.

The cleaning machinery consists of two largest size Barnard & Leas Elevator Separators, one largest size Invincible Oat Clipper and Scourer, one Victor Corn Sheller and a Cornwall Corn Cleaner. The house is equipped with a power car puller and two double sets of power car shovels.

Power is transmitted from a 75-h. p. Corliss Engine by a 16-inch double leather belt to a line shaft in the elevator build-

seven months ending with January the exports were 22,775,626 pounds; against 11,754,581 pounds in 1898-9, and 18,178,637 pounds in 1897-8, as reported by O. P. Austin, chief of the Bureau of Statistics.

J. F. Zahm & Co. report the movement of clover seed at Toledo up to March 3 as 1,887 bags received and 4,005 bags shipped during the week; 1,418 bags received and 5,755 bags shipped during the corresponding week one year ago; 120,500 bags received and 120,991 bags shipped during the season; 65,411 bags received and 64,249 bags shipped during the previous season.

The exports of timothy seed from the United States, as reported by O. P. Austin, chief of the Bureau of Statistics, were 1,738,669 pounds during January, against 1,309,171 pounds during January, 1899. During the seven months ending with January, 1900, the exports of this seed were 8,628,936 pounds; against 8,194,197 pounds and 4,433,328 pounds during the corresponding periods ending with January, 1899, and January, 1898.



## THE MODEL GASOLINE ENGINE.

There are many advantages in having a gasoline engine furnish the power for operating an elevator. It can be run at a small expense, and when not in operation is at no expense. When the engines are not fully loaded they consume only a sufficient amount of gasoline to develop the power needed. They take up only a small floor space; do not explode; require no engineer or fireman; can be easily started and are always ready.

The accompanying cut shows The Model Gasoline Engine, which is made by the Garrett Gas Engine Co., Garrett, Ind. This engine is simple in construction and has but few working parts, as will be seen by the cut. It is built without a cylinder head or water joint communicating with the water space. The cylinder and water jacket are comprised in one casting, the only openings in the water jacket being for the pipe connect-

load the amount of fuel used is in proportion to the work done. All gasoline is thoroly vaporized and mixed with the proper quantity of air before entering the cylinder, hence no raw gasoline is wasted.

This engine can be operated on natural or manufactured gas, gasoline or common kerosene oil.

## CLIPPINGS.

The Rae-Reed Elevator at Tulsa, I. T., collapsed March 2. The house was empty, and had just been completed at a cost of \$8,000. It will be rebuilt.

New Orleans exports of corn during February were 2,571,511 bushels, against 2,283,559 bushels during February, 1899. Wheat exports were 288,800; against 1,853,714 a year ago.

Ware & Leland, Chicago: It will take continued buying to help values of wheat up, and so far there is no evidence of any

saturated the cargo of oats, causing them to swell and burst the ship.

Corn is grown on both sides of the Caucasus mountains and helps to make that part of the Russian Empire look more like home to the American traveler. Corn bread is a common article of diet. Wheat and barley, however, are the principal crops of the Caucasus.

The world's crops of wheat, corn and oats are about the same in number of bushels. Last year the oat crop turned out the most bushels, corn second and wheat third; but in 1898 wheat led, oats came second and corn third. In 1896 corn was the greatest crop.

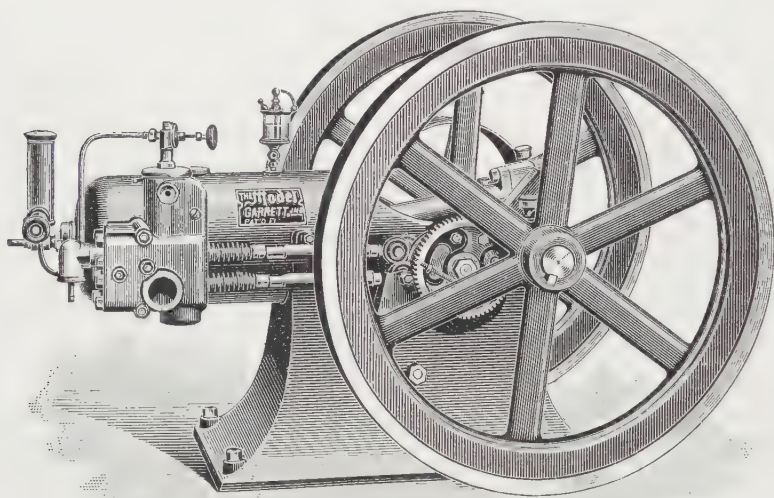
Dr. Max Grabein, an economic writer of Berlin, proposes that Germany place a sliding duty on grain, the object of which is to maintain a fixed price within the frontiers of the country. The Reichstag is said to favor raising the wheat tariff from 35 to 50 or 60 marks a ton.

Many of the best American varieties of wheat originated in Russia. An excellent example is red winter wheat, called Turkey wheat. The name is misleading, and few people know it is a native of the Crimean region of Russia. The entire group of life wheats, so common in the northwest, originated not in Scotland, as many suppose, but in Russia. Experiments conducted by the department of agriculture show that Russian cereals are best adapted for culture in the western and northern portions of the United States.

Chas. D. Snow & Co. say: We believe that the visible and Argentine bugbears have been talked to death. During the last panic, on January 1, 1895, the visible supply was 87,876,000 bushels, and on March 1 was 78,762,000 bushels, and yet the price advanced nearly 36 cents from February to May inclusive. The Government reports show that the average farm prices for the past five years have been 64.2 for wheat and 26.5 for corn. It is a fair question to ask: "Is corn too high, or wheat too low now?" Our best judgment is that wheat bot on the breaks and corn sold on the rallies will both prove profitable.

Frank B. Martin, convicted some time ago of appropriating to his own use funds of the Pratt-Baxter Grain Co., Taylorville, Ill., has commenced suit for \$5,200 against the company. About a year ago a dissension arose between Martin and the president of the company over money which Martin had borrowed from the company. The dissension ended by Martin resigning and turning over to the company property valued at \$6,700. The president of the company, it is said, agreed to refund to Martin the difference between the amount he borrowed, \$1,500, and the value of his property. It is this difference that Martin sues for.

Toledo Market Report: An Ohio dealer asks: In case of grain elevator burning, must the persons who have the wheat stored in same take the market price on the day of fire, or can they wait and sell later? The question has never been tested in the courts. Custom generally regulates. General rule is to settle upon the price agreed upon with the insurance adjusters. They take the closing price the day of the fire, where it occurs after the close and before the market opens the next day. Some interior mills and warehouses provide in the receipts they issue that the grain shall be considered as sold in case of fire. This would seem to be the proper way. There are times it would be almost impossible to do otherwise. It is always best to have an understanding in advance.



The Model Gasoline Engine.

ing the water jacket with the cooling tank.

The gasoline is taken direct from the tank by either gravity or pump feed, passes thru the generator into the cylinder, where it is exploded. This operation is completed in from one-third to one-sixth of a second. The valve thru which the gasoline enters into the generator and cylinder is automatic. It is operated solely by the suction of the working piston.

The hot tube method of igniting is used on this engine. It is so adjusted that every charge of gas taken into the cylinder is ignited at the proper time, thus preventing any loss of fuel or power. This also tends to give the engine a regularity of speed.

The governor is of the centrifugal type, is embodied in one rotating whole and works noiselessly. It is simple in construction and very sensitive. The load can be thrown on or off suddenly and the governor will maintain a close regularity of speed by increasing or decreasing the supply of gasoline and only admitting a sufficient amount of fuel to maintain the regular speed of the engine and do the work required of it.

It consumes but three-fourths of a gallon of 74 degree gasoline per indicated horse power in ten hours under full load, but when working with less than a full

decided interest on the bull side. On any further rally, we would favor sales.

Liverpool wheat imports for the week ending March 3 were 39,600 quarters from Atlantic ports, 1,000 quarters from Pacific ports, and 5,000 quarters from other ports. Corn imports from Atlantic ports were 30,300 quarters.

The domestic all rail thru billing rate on grain from Iowa points to Chicago is the rate from the Iowa station to the River plus 2½ cents per 100 pounds. The all rail export rate to Chicago is simply the rate to the River.

Churchill & Co., of Toledo, O., have brought suit against Edward Baldwin for an injunction restraining him from continuing in the grain business at Weston, O., alleging that defendant sold his business and agreed not to resume within five years.

When Iowa grain is sold thru billed for export, all rail shipment to the seaboard, it is immaterial whether the buyer takes it at the River or at Chicago, for there is no freight between the points. This is a reduction of 3 cents per 100 pounds from the old tariff.

The mysterious disappearance of the steamer Picton, which sailed from Newport News, Jan. 20, 1899, is still unsolved. One theory is that the steamer sprung an insignificant leak, the water from which



## PENNSYLVANIA RAILROAD ELEVATOR AT JERSEY CITY.

A familiar sight in crossing the Jersey City Ferries from New York is the mammoth grain elevator and freight piers of the Pennsylvania Railroad Company. Clouds of smoke from the elevator stack, tugs, freight engines and factories nearby, almost constantly surround and cover the elevator.

This elevator was built in 1879-80, beginning business in November, 1880. Its bin system is of timber cribwork founded on rock from 12 to 26 feet below the surface. The house is 204 feet 9 inches by 145 feet 2 inches over all and 165 feet 6 inches in height from track floor to peak of lantern roof. The motive power consists of two double engines, cylinders 20 by 24 turning four 48-inch driving belts, and are of 100 horse power each. They are situated on top of bin floor 90 feet above ground.

On the scale floor the width of the structure is reduced to 104 feet 8 inches and there are 48 hopper scales of 30,000 pounds capacity arranged in pairs, at each of the 24 elevating machines. The nominal storage capacity of the house is 1,500,000 bushels. The tracks are, or were, arranged to admit of 48 cars being placed

load vessels of a greater draft than can be accommodated at the bulkhead spouts.

The tin roof of the building was painted with Dixon's silica-graphite paint, four years ago. This paint is made in Jersey City, the inhabitants of which city are so well convinced of its merits that they prefer to use it where economy and durability are the main considerations. Naturally it was used on the Pennsylvania Elevator. Considering the full exposure to salt air, heat of the summer's sun, storms of winter and dust and sulphurous conditions that obtain on this elevator building, it is a severe and practical demonstration of the great durability of Dixon's silica-graphite paint.

Despite the changes in size of cars, the increased loads carried in each, and well developed ability in many of the minor mechanical features of the building, the house is quite up to the commercial demands of these later years. It has a thoroughly well deserved reputation for careful, prompt and reliable work.

### SPOUTINGS.

The Illinois crop report indicates damage to clover owing to the dry fall.

E. B. Greathouse, Temple, Tex.: In-

Co., under date of March 7: We ship you today 33 bags of clover. This is the last seed there is in this section that we know of, and we think we have it all gathered in. At least we have scoured the country and cannot find any more. The writer took a trip of several miles in the country, and must say the old clover is all killed and frozen up, and the new clover is the worst frozen out it has been for years. The clover fields look as if spread over with manure, as all the clover is lying on top of the ground. We are now retailing clover at \$5 per bushel to the farmer, and will put it to \$6 in a few days.

It is to be hoped that the regular dealers of all the unorganized districts of the grain surplus states will soon see the advantage of organizing local divisions of the National Associations, and thereby extend their influence in behalf of trade reforms and relief from burdensome methods. A local association can attend to local affairs much better than an association extending from Oklahoma to Pennsylvania, but the larger organization can bring greater influence to bear in the settlement of troubles outside the territory of the division, and of as much interest to the dealers of every other division. The work done by the National would be much greater and of far more value to each member, if a well managed division of 10 to 20 counties occupied the vast territory. Then would it be practical to make it a delegate body and its energies would be absorbed only in work of importance to more than one member or one division.

### BOOKS TO BURN.

Some persons have books to burn.

We keep them to sell. Cifer Codes, Grain Tables of many kinds, Freight Tables and Account Books in large variety.



Pennsylvania Railroad Elevator at Jersey City.

in the house at once, 24 being unloaded simultaneously, and withdrawn, a shift of 24 cars being arranged for while the second 24 were unloading. The Clark steam shovel system is used for unloading.

The change in dimensions of grain cars since the construction of this house has of course reduced its capacity from normal, exactly one-half, so far as receiving and unloading is concerned. Where six cars were drifted against the butting blocks and were then set, it is necessary to shift and place cars at alternate machines so that but three cars may be placed on any one of the eight house tracks at a time.

The elevator is 100 feet inland, so that re-elevation and movement by belt conveyors is necessary in all shipping. A gallery conveyor 500 feet in length is used to

closed and \$1.10 covering subscription, exchange included. I have found the Grain Dealers Journal very necessary to my business and would not do without it.

The freight rate on corn, oats, rye and barley from all Iowa stations to the River or to Chicago is the same, but a little higher rate is usually made on wheat. The rate east of the River is the same for all kinds of grain.

The National Flax Fibre Co., of Franklin, Mass., has devised a process for treating flax straw in an economical manner whereby the crude fiber can be laid down at Franklin factory for 1½ cents per pound. The solution of the problem means much to the flax growers of the northwest.

Indiana seed shipper, located in a good seed country, writes J. F. Zahm &



Ask for catalog.  
GRAIN DEALERS COMPANY,  
10 Pacific Ave., Chicago, Ill.

E. P. Bacon & Co., Milwaukee, Wis.: We consider your paper a good advertising medium. (Elevator for sale.)

G. W. Talbot, Trav. Frt. Agt. Iowa Central, Marshalltown, Ia.: You may discontinue our "For Rent" and "For Sale" notices in Journal. Through your publication we have disposed of all the elevators we had for rent on our road. I wish to state that the responses were numerous and the class of men that took the elevators through your Journal are as good as any buyers we have on our line.



# GRAIN TRADE NEWS.

## CANADA.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

A large quantity of grain was burned with the mill of the Maritime Milling Co., at New Glasgow, N. S., Feb. 25. The plant was the oldest in the lower provinces. Loss on elevator and mill, \$150,000.

T. E. Chase, manager of the Dauphin Northern Elevator Co., Dauphin, Man., informs us that no new elevators will be built during the coming year, unless by the Dauphin Milling Co., which has only a warehouse at present.

A. E. McKenzie & Co., Brandon, Man., who have been engaged in the grain trade at that point for some years, are establishing a seed business to be known as the Brandon Seed House for the handling of field seed, grass, garden, vegetable and flower seed.

The elevator of the Dominion Elevator Co., at Belmont, Man., narrowly escaped destruction by fire recently. At an early hour flames were observed in the engine room. A passer by burst open the door and extinguished the fire, which had originated in an old coat hanging against the wall of the elevator.

Walter Ireland, Binscarth, Man.: There is talk of an elevator going up here next season; and, if not, there are two warehouses that are going to be converted into small elevators, as there is a growing demand for such. A lot of land is being bot up that has been lying idle for years, and it is reported that the Indian reserve is to be thrown open.

## CHICAGO.

Little vessel tonnage remains unchartered at Chicago.

Two Board of Trade memberships sold March 7 at \$1,800 net to the buyer.

Alfred V. Booth has been indicted by the grand jury for trading in puts and calls.

The Western Malting & Elevator Co. has increased its capital stock from \$10,000 to \$20,000.

Elmer D. Carter, grain inspector, and a resident of Chicago for 15 years, died Feb. 28, aged 50 years.

The proposed amendments to the rules of the Chicago Board of Trade are published elsewhere in this number.

It is said that Collector Coyne will call upon Board of Trade operators to show that they have paid all revenue taxes.

J. W. Baker, of St. Louis is about to bring suit against several Chicago commission firms with whom he lost money.

Armour & Co. have given the insurance of their elevators and grain stocks to the agency of Fred S. James & Co. to be placed.

The receivers' committee is preparing a rule on the minimum weight of carloads. Opinion favors 40,000 for wheat, corn and rye, and 35,000 for oats.

J. Pierpont Morgan, the New York railway financier, has replied to the letter of the Chicago small shippers' committee,

stating that he was unable to aid them in preventing discrimination in favor of large shippers.

Eastbound shipments of grain, flour and provisions from Chicago for the week ending March 3 were 169,612 tons, against 154,670 tons for the preceding week and 137,635 tons a year ago. Grain shipments formed 127,002 tons of the total.

The Board of Trade Hay & Grain Dealers Association held its quarterly banquet at the Sherman House Feb. 27. Fifty were present. W. M. Hereley presided. J. T. Raleigh spoke on the future of the business in Chicago, and J. W. Fernald reviewed the history and development of the Association.

Murry Nelson, Jr., was fined \$100 for contempt of court by Judge Holdom for having written a letter which the judge considered insulting. Nelson had appeared in court to request the judge to excuse from jury duty a man whose services were necessary to run one of his father's grain elevators.

Simeon B. Chapin surprised firms who had dealings with his father many years ago by paying long forgotten debts, aggregating \$40,000. His father, E. D. Chapin, was a Board of Trade operator who met with reverses. Mr. Chapin paid what he could, but when he died, 17 years ago, still owed a considerable sum.

John S. Carpenter, chairman of the small shippers' committee says: Unfavorable action on the part of the directors will not deter us in our efforts to readjust matters to permit of equity among all members of the Board. The movement begun by us is to be national, and all of the exchanges will be asked to work for the adoption of the rule now in the hands of the officials of the Chicago board.

The federal grand jury on March 1 returned indictments of Charles R. McLain, Albert O. McLain, Calvin A. Whyland, James Nicol and Henry O. Parker, of the Chicago Board of Trade, for using the mails to defraud. The specific charges against the indicted men are that they entered into a conspiracy to induce correspondents in several states to send money for dealing in future deliveries of grains and provisions and that they converted the money to their own use without purchasing or selling on the board, as they agreed. The evidence against Parker, Nicol and Whyland is said to be chiefly that their names appear in the papers of McLain Bros. as being parties to alleged transactions which never actually took place.

W. S. Jackson says: The commission rule, if adopted, will drive some of us out of business and will, I am sure, work great injury to the board. There are men in all the outside exchanges who have been getting business and sending it to this board on the basis of a commission of  $\frac{1}{8}$ c from their customers, which they have divided with the commission houses here. If they have to pay  $\frac{1}{8}$ c for getting that business done, they tell us they will have to send it elsewhere, and we cannot all afford to buy memberships for our out-of-town correspondents. It is folly to say that the business must come here.

Chicago is no longer the natural grain market of the country. The natural markets for spring wheat are Minneapolis and Duluth, and St. Louis and Kansas City for winter wheat. Grain has been brot here by artificial and forced conditions thru the elevators going out and buying it. We have maintained our supremacy as a speculative market, but if we make it more expensive for the trade to do business here than it can be done at other speculative markets we will drive it away.

## ILLINOIS.

Harms' elevator at Victoria, Ill., has been placed in operation.

J. D. Dennis will build one of the two new elevators at Princeton, Ill.

Robert & Samuel Lockhart have purchased the LeSage Elevator at Martinton, Ill.

Waite & Gleasman of Rockton, Ill., loaded a car recently with 2,291 bushels of oats.

A. G. Brewster has stone on the ground for a grain elevator which he will build at Port Byron, Ill.

Harry F. Clark, grain commission merchant at Springfield, Ill., died February 28, aged 66 years.

J. E. Wiley, grain dealer at Elmwood, Ill., has been ill and unable to attend to his business at the elevator.

A. R. Phillips will remove from Hickory Point to Nilwood, Ill., to buy grain for William Garretson of Girard.

Jacob Mathis has put in a pair of scales at Deer Creek, Ill., and will buy grain. It is said he will build an elevator later.

E. E. Staninger & Co. have succeeded Van Duyn & Houghland in the grain commission business at Champaign, Ill.

John Lowry will have charge of the new elevator to be built at Fairland, Ill., on the C. & E. I., by T. D. Hanson & Co.

The largest car of oats ever shipped out of Fulton, Ill., was loaded recently by Post & Morrell. They loaded 1,836 bushels.

The purchaser of S. W. Robinson's elevator at Leaf River, Ill., is the Neola Elevator Co., of Chicago, and the price, \$2,500.

Van Vleck & Son, grain dealers of Philo, Ill., have contracted with farmers for 30,000 bushels of corn at 30 cents, delivery in 60 days.

H. H. Emminga, Golden, Ill.: Take out my advertisement of buckwheat wanted. The season is over. The advertisement did much good.

The school of instruction in corn growing and judging opened Feb. 27 at the University of Illinois, Urbana, with 200 farmers in attendance.

Risser Bros., on one Saturday in February paid out for corn alone at their elevators at Bonfield, Tucker, Aroma and Greenwich, Ill., the sum of \$11,894.

The Illinois crop bureau reports wheat in good condition, especially in the northern half of the state. In the southeast slight damage on thin soils is reported. Rye has been unharmed by the cold.

H. J. Hasenwinkle, who recently acquired an interest in the Hasenwinkle Grain Co., at El Paso, Ill., was married recently to Miss Isabelle Sargent at the home of the bride in Chicago.

President E. R. Ulrich, Jr., of the Illinois Grain Dealers Association, writes that the Association wishes to make a vigorous crusade against short weights and unjust inspections with which many of the members are troubled. Any members who have complaints should promptly



place the facts in the possession of Secretary B. S. Tyler, Decatur, so that the trouble can be located. The Association will use its best efforts to correct the evil.

W. W. Sale, Grainry, Ill.: I have been buying at Holton and Wilbern since July 1. E. R. Phillips is buying for me at Wilbern. P. Phillips, general merchant at North Hampton, Ill., will erect an elevator for which the contract has been let.

Edwin Beggs of Ashland informs us that Beggs & Lynd last year bought the elevator at Elkhart, Ill., of Armington & Henneberry, Mr. Armington severing his connection altogether and Mr. Henneberry remaining as agent for Beggs & Lynd.

J. C. Collins has exchanged his elevator on the Big Four just west of Champaign, Ill., for an elevator owned by the Cleveland Grain Co., at Tuscola, Ill. A year ago Mr. Collins engaged in the business with J. T. Davidson and soon after purchased his partner's interest. The elevator is new and Mr. Collins has been doing a good business. The Cleveland Grain Co. has 11 elevators on the Big Four and can ship to advantage over that line. As the Tuscola house on the C. & E. I. was the only one not on that line, the trade is a good one for the company. Mr. Collins will find a good business at Tuscola, where E. P. Myrick, one of the company's best men, has been in charge.

## INDIANA.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

M. E. Harris, Cowan, Ind.: Please discontinue my advertisement of elevator for sale. The Journal does its work.

Edwin Felts, of Foster, Ind., was in Chicago this week. He is looking for a location in Illinois, having sold his elevator at Foster.

The Barnard & Leas Manufacturing Co. has recently sold Victor corn shellers to the Woodburn Mill & Elevator Co., of Woodburn, and A. Gardner, of Cottage Grove, Ind.

Johnson & Highman, grain dealers of Mt. Vernon, Ind., will erect a large flour mill. They have organized the Home Mill & Grain Co., with \$30,000 capital stock and the following directors: John Keck, Charles T. Johnson, Louis H. Keck, Henry Schnur, Jr., and Edward E. Highman.

B. B. Minor, Indianapolis, Ind.: My elevator at Muncie, Ill., which was burned Sept. 5, I have rebuilt with one of 20,000 bushels capacity. The first grain was taken in on Christmas day. Everything now is covered with ice and snow, and business is at a standstill. We anticipate a good deal of trouble with corn in the near future on account of so much of it being without covering. The largest part of the corn has been moved from that locality.

## IOWA.

Oscar Casey has purchased a grain elevator at Dysart, Ia.

James McDonald, of Bayard, Ia., has sold his grain elevator.

C. M. Hopkins is the successor of A. Grant in the grain business at Wall Lake, Ia.

J. W. Boggess is building an elevator at Evander, a new station on the C. M. & St. P.

P. K. Jaggar, formerly in the grain business at Burlington, Ia., will reside at Waterloo.

J. W. Hood, of Edgington, Minn., has taken possession of the grain elevator at Bristow, Ia.

C. C. Feil has purchased the two elevators of T. J. Ryan at Floyd Crossing and Double Day, Ia.

The Hall grain distributor has been purchased by the Nye & Schneider Co. for its elevator at Deloid, Ia.

C. M. Tuttle, manager of the Northern elevator, at Hanlontown, Ia., in one day recently took in 45 loads of grain.

J. J. Dolan, grain dealer at Dubuque, Ia., died Feb. 27, aged 58 years. He was well known and had many friends.

F. G. Butler, of Schaller, Ia., has purchased the grain commission business of L. F. Broberg at Cedar Rapids, Ia.

Derk Van Wyhe has bought the interest of his brother, L. Van Wyhe, in the Perkins Elevator at Sioux Center, Ia.

A war of prices is said to have begun at Mason City and Rockwell, Ia., between the farmers elevator and the line companies.

A meeting of grain dealers will be held at Des Moines, Iowa, Wednesday, March 14th at 1 p. m. for the purpose of forming an association.

The Northwestern Iowa Grain Co., of Mason City, has leased the Great Western Elevator at Hampton, Ia., and placed L. W. Gingery in charge.

Ben Wray has purchased the grain and coal business of F. J. Taylor at Creston, Ia. The latter will leave this spring with his newly organized circus.

John Boggess, elevator contractor, of Rock Valley, Ia., has been building a line of elevators for Wilson & DeWolf on the Spencer-Fonda branch.

The Peavey Grain Co., of Des Moines, Ia., informs us that J. D. K. Smith is no longer connected with that company. Mr. Smith has moved to Woodfield, O.

A. Grant, formerly of Wall Lake, Ia., informs us that he has rented the East End elevator at Ashton, Ia., with the privilege of buying if the business is satisfactory.

The Northwestern Iowa Grain Co., of Mason City, Ia., has purchased the Laferion elevator and coal business at Abbott, Ia., and will operate a lumber yard in connection.

G. M. Gwynne has succeeded Gwynne & O'Neill in the grain business at Essex, Ia., H. F. O'Neill having retired. Mr. Gwynne is making some important improvements.

A. J. Zingre, manager Mason City line of the Nye & Schneider Co., writes: Inclosed find \$1, for which send us the Journal one year at Mason City, Ia. I like the Journal very much.

H. Cadwell, an ex-scoop man of Wauke, Ia., is back in the field and determined to make trouble for all regular dealers, and it may be he will also make trouble for those who condescend to handle his shipments.

The annual meeting of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri will be held at the Grand Hotel, Council Bluffs, Iowa, March 22. Every member is expected to attend this convention.

Do not forget the Landlord and Tenant Law and your present duties as rent collector for lazy or tricky landlords. Your representatives in the state legislature may misrepresent you in this matter if you do not keep after them.

John H. Downing, formerly at Kenwood, Ia., is now at Huntley, Minn. Mr. Downing writes: Drop my advertisement in the Journal, as I have sold my elevator at Kenwood. I had a great many inquiries thru the advertisement. I am well pleased with the Journal.

A. A. Mickel, who sells coal and feed at Atlantic, Iowa, is said to decorate his letterheads with an engraving of a very presentable elevator. Running a feed store is hardly sufficient to admit scoopsmen to the charmed circle of regular dealers. Such bucolic tricks may deceive the track buyer, or commission man for a minute, but not much longer.

## KANSAS.

The foundation is being laid for Baker Bros.' new elevator at Everest, Kan.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Platte county farmers have found the Terminal bridge at Leavenworth, Kan., a great aid in reaching that grain market, and are agitating for a bridge free from toll.

H. Work & Co., grain dealers of Ellsworth, Kan., have completed a deal for the Larkin mill and elevator at that place, and will operate the plant as soon as necessary details can be arranged and repairs made.

A rate of one fare for the round trip from all points on all lines in Kansas to Topeka has been granted for the annual meeting of the Kansas Grain Dealers Association March 14 and 15. The tickets will be good returning until March 26th. Credentials will be furnished by the secretary. No dealer can afford to stay at home.

Under date of March 1, Secretary E. J. Smiley of the Grain Dealers Association of Kansas writes that it has been decided by the official board of the organization at the request of several members, to postpone our annual meeting and excursion until March 14 and 15. There are two reasons for this: First, owing to the late season in the south we were fearful of encountering disagreeable, stormy weather on our arrival in Houston and Galveston, and second, it is announced from Washington that Secretary Long has ordered the North Atlantic Squadron to the Gulf of Mexico to rendezvous at Galveston March 20. Plans are now under way by the commercial organizations to make the visit of the war ships a great state event. By delaying the trip one week we will have an opportunity of witnessing the maneuvers of this squadron and certainly you will be more than repaid for any inconvenience you may be put to in postponing the trip. Now, I do not think you will ever have another opportunity of witnessing as grand a display with as little expense. Having our own Pullman sleepers we will not be put to the expense of paying hotel bills, and there will be no necessity for any great expenditure of money. Those of our members who have not signified their intention of going, up to this time, will certainly now advise me to reserve room for them. Not wishing to disappoint any of our members we have reserved room for about 25 couples and you will now have an opportunity of securing sections, but must insist on all applications being received at this office not later than Saturday, March 10. Now, do not come to Topeka the 14th or 15th with the expectation of securing room unless you have made application prior to



the time of your arrival. Our special train of eight standard Pullman sleepers and baggage car will leave Topeka 10:30 p. m., March 15, arrive in Newton 3:30 a. m., the 16th, Wichita, 4:30 a. m., Winfield 6 a. m., Arkansas City 7 a. m., where we will have one hour for breakfast; leave Arkansas City 8 a. m., arrive in Purcell 1 p. m., one hour for lunch; leave 2 p. m., arrive in Gainesville 5:45 p. m., one hour for supper; leave Gainesville 6:45 p. m. and arrive in Houston 9:50 a. m. Saturday; leave Houston Sunday morning at 6 o'clock and arrive in Galveston at 8 a. m., giving those who desire an opportunity of attending places of worship on the Sabbath. The schedule for the side and return trip has not been arranged and may not until our arrival in Galveston. I desire to call your attention to the fact that it will be necessary for each person to secure his transportation through the Santa Fe office in Topeka. Those who expect to take the train at Newton, Wichita, Winfield and Arkansas City must have some one procure your tickets for you at Topeka the 15th. Don't forget this.

### MICHIGAN.

J. H. Walsh has purchased the grain business of J. M. Burch & Co., at Grand Lodge, Mich.

Work is to begin soon on the new grain elevator at Onondaga, Mich. A gasoline engine will furnish power.

A. Saigon, proprietor of the elevator on the P. O. & N. at Kingston, Mich., informs us that he has sold his elevator and feed mill to A. Frutchey.

H. C. Wright, dealer in grain and coal at Howell, Mich., died February 20. He was born in New York in 1832, and removed from Jackson to Howell, Mich., in 1878.

Berrien county farmers have imported from Germany a seed that is a cross between wheat and oats, to replace wheat, which has been a failure for the past two seasons.

W. P. Hanson & Co. have succeeded Hanson & Dewey in the grain business at Jackson, Mich. C. W. Gulick has bot the interest of M. O. Dewey, who has taken an interest in the grain and hay business of M. B. Dewey & Co.

Frank T. Caughey, of Caughey & Carran, grain commission merchants of Detroit, Mich., has a two-column article in a recent issue of the Detroit Tribune on grain speculation. Mr. Caughey recounts the ups and downs of the speculators, gives the reason why they go "broke" and tells what not to do.

Referring to the rate war between the Michigan Central and the Grand Trunk and Pennsylvania railroads, Frank T. Caughey, of the Detroit Board of Trade, says: They are cutting the heart out of the rates between Chicago and Minneapolis and New York, but that does not apply to Detroit. I am informed that grain is going from Minneapolis to New York at the same rates charged from Detroit to New York. This leaves us sidetracked, as usual, in railroad matters.

The Detroit Board of Trade elected the following officers at the annual meeting March 13: President, Wm. Carson; first vice-president, P. P. McLaughlin; second vice-president, F. J. Simmons. Directors—F. T. Caughey, J. B. Roe, David Stott, D. O. Wiley, T. G. Craig, George Beck, James T. Shaw, John Croydon. Arbitrators—Alexander J. Ellair, C. M. Carran, D. F. Mitchell, F. W. Lichtenberg, H. A. Rogers, Robt. Henkel, W. C.

Houghton, A. E. Morey, A. G. Berney, John Wynne, Jr. Appeals—A. G. Ellair, F. Cronenwett, Jr., J. T. Hornung, W. M. Boomer, F. Postal, H. S. Prince, Edward Read, J. P. Simon, J. T. McLaughlin.

### MINNESOTA.

Grain trade news items are always welcome.

A farmers' elevator is talked of at Clinton, Minn.

Samuel Granger will buy grain at the elevator at Mountain Lake, Minn.

The new elevator at Eckols, Minn., will be managed by Thomas Offerdahl.

Farmers at Spring Grove, Minn., have formed a stock company to ship grain and stock.

Farmers held a meeting at Appleton, Minn., to promote the construction of an elevator.

S. S. Christy, Lamberton, Minn.: I could not get along without the Grain Dealers Journal.

F. H. Peavey, of Minneapolis, and family will spend the summer in Europe, taking leave in May.

T. L. Moreland, of Luverne, Minn., has removed to Topeka, Kan., to engage in the grain business.

N. O. Parsons has succeeded W. L. Phillips as wheat buyer at the Hogan Elevator, New Paynesville, Minn.

The St. Anthony & Dakota Elevator Co. has purchased the yards of the Valley Lumber Co., of Neillsville, Minn.

The Monarch Elevator at Buffalo Lake, Minn., will be closed soon, Agent W. B. Brant returning to his home at Fairfax.

The Farmers Elevator Co., of Faribault, Minn., held a meeting recently to consider the rebuilding of the burned elevator.

Honstain Bros. have finished Devereaux's elevator at Wilmot, Minn., and have begun on that of the Davenport Elevator Co.

Emory Douglass broke the tread power in the elevator at Rochester, Minn., and nearly killed a horse recently, and now talks of putting in an engine.

C. W. Gillam has discovered a shortage of \$2,000 in the accounts of Charles Allen, who had charge of his elevator at Wilder, Minn. Allen has disappeared.

The 25,000-bushel elevator built at Searles, Minn., by the Great Western Elevator Co., has been purchased by the Eagle Roller Mill Co., of New Ulm, Minn.

H. N. Douglass, of Worthington, Minn., has put in applications for five elevator sites at different new towns that will be built along the Burlington extension west of Wilmot.

R. Lilley, traveling auditor for the Empire Elevator Co., who has been confined to a hospital in Minneapolis nearly all winter, is able to be out. While not quite well, he is feeling much improved.

At Rochester, Minn., the Cargill Elevator Co., of La Crosse, Wis., will build a grain elevator in the yards of the Winona & Western. It is said the American Malting Co. also will build at Rochester.

August Frase is to have charge of the elevator being erected at Tweed, Minn., by the New London Milling Co. The capacity of the plant will be 24,000 bushels, and power will be furnished by a gasoline engine.

The Chambers-Farwell-Mackay Co. has been incorporated at Minneapolis, Minn., to deal in grain and other farm products. Capital stock, \$25,000; incorporators,

Thomas Chambers, Isaac B. Farwell and Douglas Mackay.

In rebuilding the burned Farmers Elevator at Benson, Minn., the cribs will be run up four feet higher to increase the storage by 3,200 bushels. The grain was found in much better condition than expected, the loss in the various bins running from 10 to 25 per cent.

In an exciting bowling contest at Winona, Minn., the Grain Dealers beat the Independents by 20 points. The individual scores of the Grain Dealers was as follows: I. C. Slade, 305; C. M. Morse, 270; R. E. Tearse, 285; George Stebbins, 219; C. P. Crangle, 242; J. R. Marfield, 267. Total, 1,588.

The elevator at Steen, Minn., owned by the Western Grain Co., of Winona, was burned Feb. 23, with a small amount of grain. Loss on elevator, \$3,000; on contents, \$1,500; fully insured. The elevator of the Edmonds Elevator Co. was also burned. Both will be rebuilt with increased capacity.

During the past season and up to March 1 the grain dealers at Luverne, Minn., have handled 488,000 bushels. E. A. Brown bot 100,000 bushels; Albert Rothschild, 96,000; B. F. Woodrow for the Davenport Elevator Co., 70,000; Kelley & Ryan, 98,000; S. L. Chapin for Hubbard & Palmer, 104,465; and J. P. Coffey, 20,000 bushels.

The Atlas Elevator Co., of Minneapolis, has made a long term lease of 150,000 bushels of storage space in its elevators at Winona, Minn., to the Bay State Milling Co., which has indefinitely postponed its plans to build a 250,000-bushel elevator at Winona. The mill company has been using the elevator space for some time under a short term lease.

Among the car lot sales of cash wheat at Minneapolis Feb. 26, as reported by the Market Record, were the following striking differences: No. 1 hard, 65 to 67; No. 1 Northern, 63½ to 65½; No. 2 Northern, 61½ to 63½; No. 3 Northern, 59 to 62½; rejected, 55 to 65, and no grade, 46 to 58. Evidently the judgment of local millers, who were the principal buyers that day, differs from that of the inspectors.

The prompt action of H. H. Vail, agent at Mabel, Minn., for the McMichael Elevator Co., recently saved the plant from destruction by fire. Entering the office one evening he discovered a small blaze in the ceiling at one side of the chimney. Mr. Vail seized a water bucket and put out the fire. As the fire had penetrated the floor of the hay loft, what would have happened but for his vigilance may be imagined.

B. B. Sheffield, of Faribault, Minn., has obtained the conviction of the editor of a local paper on the charge of criminal libel. The editor insinuated that Mr. Sheffield was implicated in the burning of the farmers' elevator. Mr. Sheffield will bring a civil suit for \$10,000 damages for defamation of character. This will be a warning to country editors who try to curry favor with the farmers by circulating lies about the grain dealers.

Chief Grain Inspector Reishus says: I have never said that the best Minnesota northern wheat is mixed at Buffalo or elsewhere, nor that I believe it was mixed. As a matter of fact, there was no occasion for me to make any such statements, as the market reports show that the Northwestern wheat sells at a price both in New York and Liverpool which must be highly satisfactory to the shippers, as well as complimentary to the Minnesota grain inspection department.



**MISSOURI.**

The Kansas & Oklahoma Grain & Elevator Co. has completed its elevator at Billings, Mo.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

J. I. Glover, of Kansas City, Mo., was called away recently to New Orleans, by the death of his mother.

Hauck's mill at St. Joseph, Mo., collapsed recently, owing to the weight of wheat stored on the upper floors.

E. B. White, formerly in the grain business at St. Louis, Mo., was married recently to Miss L. B. Harrison, at Leesburg, Va.

Morton & Co. have succeeded Messmore, Morton & Co., grain dealers at St. Louis, Mo. The firm consists of T. B. Morton, C. A. Morton and J. O. Allen.

The Southern Grain Association held its annual meeting March 3 in the Merchants Exchange at St. Louis Mo. The following officers were elected to serve for the ensuing year: Samuel Zorn, of Louisville, president; Alfred Brandeis, of Louisville, secretary and treasurer, and the following vice-presidents: W. B. Harrison, St. Louis; Lee Early, Cincinnati; C. D. Smith, Nashville; H. L. Halliday, Cairo; H. H. Maury, Memphis. The reports of the officers showed the association is in excellent condition, and that much good had been accomplished during the last year.

**NEBRASKA.**

Not much wheat is moving. Corn is about all fed to stock.

L. J. Dunn, of Lincoln, has purchased the elevator of R. L. Clemons & Co., at Ohio, Neb.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Dorr Carroll, now in the grain and lumber business at Cozad, Neb., was formerly editor and owner of the Winside Tribune.

Kyd & Co., of Beatrice, informs us that the Duff Grain Co., of Nebraska City, has purchased Coopers elevator at Vesta, Neb.

J. H. Lysinger, Aurora, Neb., March 6: Winter wheat generally is small, but has gone thru the winter so far all right.

The Torpin Grain Co., Oakdale, Neb., has purchased a Cornwall double acting shifter of the Barnard & Leas Manufacturing Co.

W. N. Spellman, of Beatrice, Neb., informs us that he has succeeded the firm of Spellman & Schlosser, dealers in grain and seeds.

Kyd & Co., the enterprising grain merchants of Beatrice, Neb., are extending their business. They have purchased the elevator at Crab Orchard of L. N. Wheeler.

Mayor Fred Uhling, of the Holmquist Lumber & Grain Co., Oakland, Neb., expects to close out his interest and remove to Wausa, where he contemplates erecting a flour mill.

**NEW ENGLAND.**

C. E. Bliss, dealer in grain and lumber at Calais, Me., died recently, aged 49 years.

Horace Cook, dealer in grain and feed at Boston, Mass., is absent on a trip to the West Indies.

Fire at Boston, Mass., March 5, destroyed the sheds of Lord & Webster, hay dealers. Loss, \$10,000; insurance, \$8,000.

Edward P. Merrill, grain broker, Portland, Me., writes: The grain trade is suffering inconvenience and in some cases serious loss on account of uncertainty of railroad rates, uncertainty of demurrage charges, etc. Midwinter dullness is with us.

**NEW YORK.**

The Buffalo Grain shoveling contract has not been awarded.

W. J. Conners, the grain contractor of Buffalo, N. Y., was once a common laborer on the docks.

W. B. Gallagher, of Buffalo, N. Y., has been in Philadelphia a few days, recently, to bid on a cargo of wet wheat.

The International Elevator Co., of New York, has declared a quarterly dividend of 2 per cent, payable March 15.

The maintenance of the New York state canals as regulators of freight rates is favored by the Hay Trade Journal.

The Barnard & Leas Manufacturing Co. has recently sold two plantation rice hullers to the Market & Stuller Co., of New York.

Milton Rathbun, the New York grain dealer who announced his determination to fast forty days, gave up his self imposed task on the thirty-fifth day, Feb. 27. His weight was reduced from 207 to 164 pounds.

**NORTHWEST.**

The White Elevator at Grand Forks, N. D., is to be moved.

The construction of a farmers elevator at Verdon, South Dakota, is proposed.

An elevator of 20,000 bushels capacity will be erected at Towner, N. D.

The Farmers Elevator Co., of Mayville, N. D., has obtained 50 subscriptions toward building an elevator.

Wheat has been moving freely out of interior northwestern elevators to escape the tax assessor's spring visit.

The Interstate Grain Palace Association, of Aberdeen, S. D., has decided to hold another exposition in 1900.

M. Carmichael, of Northfield, Minn., has been visiting Bismarck, N. D., with a view to engaging in the grain business.

Fire at Raymond, S. D., Feb. 16, destroyed the elevator of the Winona Elevator Co., Winona, Minn. Loss, \$4,000.

Walter B. Wait, dealer in grain and stock in Lincoln Co., S. D., has filed a petition in bankruptcy, with \$1,930 assets and \$12,382 liabilities.

Fire at Trent, N. D. S. D., destroyed the Hyde and the Hendrickson elevators, Feb. 19, together with 20,000 bushels of grain and a line of coal sheds.

B. F. Hand, Delmont, S. D.: Four grain firms are doing business here, two line companies and two private buyers. All operate flat houses, but which a good prospect for a crop will cause to be converted into elevators. The firms are Hunting Elevator Co., Betts & Co., J. M. Doyle and Ernest Weiland. I expect to buy an elevator in Iowa or Nebraska.

**OHIO.**

E. R. Evinger, dealer in grain and farm machinery, has removed from Savona to Celina, O.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

At Captain Rudd's elevator, Tontogany, O., during four hours on a recent afternoon 41 loads of corn were unloaded.

The Gilliland Grain Co., of Van Wert, O., has purchased a No. 2 Cornwall corn cleaner of the Barnard & Leas Manufacturing Co.

Wilson & Kaufmann have purchased the elevator of W. H. Haner, Plain City, O., and the latter is no longer in the grain business.

Otis Hammel has bot the grain elevator at Edon, O., of C. M. White, and has engaged J. A. Lint, of West Buffalo, to operate the property.

If you are a regular grain dealer it is to your interests to send your name, address and grain storage facilities to Secretary McCord of the State Association.

The second appraisement of the Canal Elevator & Warehouse Co., at Cincinnati, O., has been placed at \$60,000. This is said to be as much too low as the first appraisement of \$100,000 was too high.

The grain committee of the Columbus Board of Trade has recommended that W. D. Earl be appointed official inspector and weigher. New members of the Board are, C. N. Bancroft, Henry C. Williams, S. C. Robinson, E. C. Paine, J. W. Hamiel, D. H. Sowers, H. W. Krumm, E. E. Eisenbach, Henry Maetzel, L. G. Kilbourne, James B. McLaughlin and W. Guy Jones.

The grain blockade on the Lake Shore and Lake Erie & Western railroads at Sandusky, O., has been broken. At one time the local yards of the L. E. & W. were completely congested with cars, and there were 1,000 loads stored along the line, which the Lake Shore could not take for lack of motive power. One day the L. E. & W. brot in a freight train which railroad men claim to be a record breaker for weight and number of loaded cars. It consisted of 94 car loads of grain, the gross weight of the train, which was drawn by two mogul engines being 4,722 tons.

The grain committee of the Cincinnati Chamber of Commerce recently settled a case of wrong delivery of a carload of corn. The car consigned to Gale Bros., was delivered by mistake to the Union Grain & Hay Co. When the mistake was discovered and Gale Bros. sought a return, the market had gone up. Gale Bros. insisted on being given a car in return or a settlement at the increased price. The corn, shipped as No. 3, graded rejected, and, on this account, the Union Grain & Hay Co. tho't things were even. The grain committee decided, however, that the Union Co. shud settle on a basis of the price of No. 3 corn on the day the car was received, which was 33½ cents a bushel. This was about a cent a bushel better than the prevailing price on that day for rejected corn.

The Ohio crop report of March 1 is the first of the year bearing on the condition of wheat. The present prospect for a crop is anything but encouraging. Up to the closing in of winter, the plant had been gradually reduced by the work of the fly, which was prevalent to a greater or less extent thruout the entire state, except perhaps in a few of the northwest counties where the crop of 1899 was a failure. The plant, in its weakened condition, was not prepared for even an ordinary winter, and has not withstood the hard freezes in December and the freezing and thawing since. It is yet too early to estimate the full extent of injury, because there



may be a revival of growth in some fields that now appear much affected, but taking present indications many acres seem absolutely beyond hope for a crop, and must be put to the plow for spring crops. Thirty-four counties report a condition below half a prospect; fifty-six counties between a half and three-fourths prospect, while only eight counties of the entire state report a condition above a three-fourths prospect. There is so much very poor wheat that the present average for the state is brot down to 56 per cent of a fair average prospect at this time, which is a decline of nineteen points since the last report.

The Ohio Grain Dealers Association has sent the following letter to the Ohio senators and representatives, and the senate and house committees on interstate and foreign commerce:

This association desires to be placed on record as favoring the enactment of "Senate Bill 1439," introduced by Senator Culom December 12, embodying provisions amendatory of the "Act to regulate commerce."

No doubt you are aware of the fact that the original law has proven entirely inadequate to the interests of the grain producer and the country elevator man who handles from the producer, the entire surplus grain production of our country, available for shipment.

The spirit of the law has of late years been flagrantly violated by the railroads and transportation lines by favoring large commission houses, trusts and combinations of different kinds, with special rates, rebates and privileges, all to the detriment of the producer and the small buyer operating "first hands" facilities for moving the surplus crops of the country.

It is the sense of this association that all of the additional scope and power to be afforded the commission by the terms of the bill is necessary in order to insure equal rights to all engaged in the business of fairly distributing and converting into money the great wealth of the soil of the United States, and to this end we ask your earnest support of the bill and your influence in the enactment of the same. J. W. McCord, Secretary.

#### NAMES OF REGULAR DEALERS WANTED.

The attention of the officers and governing board of the "Ohio Grain Dealers Association" has recently been called to the "scoop shovel" proposition, which at this time seems to be a more serious problem than usual, owing to the peculiar conditions of the trade now existing.

The association is not strong financially or in numbers, only a small proportion of the dealers thruout the state are active contributing members.

The managers will try to compile a list of Regular Dealers of the state for the protection of Regular Dealers. This will involve considerable expense and great effort on the part of the secretary. As the association does not employ a traveling man or pay a salary to any one of its officers, this list can only be made complete, effective and valuable thru the assistance of every Regular Dealer thruout the state. The management therefore asks that every Regular Dealer in the state will constitute himself a committee of one to assist in this work. Send in your own name and also the names of Regular Dealers in your neighborhood, giving all proper information, character of business, location, shipping points, post office address, etc., and if you have irregular com-

petition give names and full information.

The better class of the firms engaged in track bidding, receiving and handling on consignment located at the different grain centers in the state, and also at the seaboard will assist the work of the association by confining their dealings to Regular Shippers, but unless we furnish them with the necessary information they cannot successfully afford the maximum protection to Regular Shippers. Prompt action on the part of every regular grain shipper thruout the state will guarantee the object to be attained. Without the cooperation of all our plan will fail.

Address all information to J. W. McCord, secretary, 358 North High street, Columbus, Ohio.

#### PACIFIC COAST.

The Eugene Grain & Produce Co. has engaged in the grain business at Eugene, Ore.

Corn-wheat, the new cereal, will be sown on 500 acres by a farmer at Moscow, Idaho.

Readers will confer a favor by sending notices of new grain warehouses, new firms and business changes.

Samuel O. Gray has been arrested at Guy for issuing bogus wheat receipts against the Pacific Coast Elevator Company at Moscow, Idaho. In this particular instance the forgeries amount to about \$6000.

A modest individual operating a warehouse for an association of farmers in the Palouse country, stole 30 cars of wheat in the course of one season. The farmers should be thankful that they have the warehouse left.—New West Trade, Spokane, Wash.

Great haste was shown during the few days preceding March 5 in loading vessels with grain at San Francisco to escape the tax assessor. Eighteen vessels, carrying an aggregate of over 50,000 tons, have received nearly all their cargoes. The taxes would amount to nearly \$10,000.

The Portland Oregonian does not fear that the efforts to cultivate a taste for corn products in Europe will adversely affect the price of wheat. The Oregonian states that the better demand for corn would induce Kansas and Nebraska to abandon the growing of wheat, thereby relieving the markets of their competition.

The active members of the San Francisco Produce Exchange met on the evening of Saturday, Feb. 24, at the Poodle Dog restaurant for the annual banquet. At the head of the table was President G. W. McNear. Secretary T. C. Friedlander was also present, while A. Gerberding acted as toastmaster. There was little formality, and no set speeches; but the arrangements were perfect, and reflected great credit on the committee having the feast in charge, headed by T. Walkington.

A. G. McAdie, director of the California crop bureau, says in his report for the week ending Feb. 26: Generally warm, pleasant weather has continued during the week, the temperature averaging considerably above the normal, and no damaging frosts have occurred. Light rain has fallen in the central and northern portions, and in some parts of the San Joaquin valley, while in Humboldt county the precipitation has been unusually heavy for the season. The rain was quite beneficial in some localities, reviving pasture and grain, and softening the soil. In the south, where the seasonal precipi-

tation has been deficient, no rain has fallen during the week, and grain and pasture are suffering greatly from lack of moisture, some localities reporting that the crops of wheat and barley will completely fail should the drought continue much longer. A correspondent at San Diego reports that the seasonal rainfall to date has been less than in any season since 1876-77. In the great valleys and in most parts of the coast and bay regions grain prospects continue good, but would be greatly improved by early rain. Plowing and seeding are nearly completed, and it is now reported that the acreage sown to grain will not equal earlier expectations, owing to the lateness of the season, the soil having been too wet for working much of the time up to some two weeks ago.

#### SOUTHEAST.

The Shelton Grain & Feed Co., of Chattanooga, Tenn., has added to its plant a crusher and feed mill.

C. E. Craig and J. M. Ledbetter, of Lewisburg, Tenn., will engage in the grain and feed business.

Cassell Bros., of Gadsden, Ala., have let the contract for the construction of a grain elevator to J. M. Hood.

The construction of an elevator with 100,000 bushels capacity is contemplated by the Gordonsville Milling Co., Gordonsville, Tenn.

C. N. Reay and Clarence Kincaid are erecting a building at South Morgantown, W. Va., in which they will engage in the grain and feed business.

F. S. Cowgill, of the Transmississippi Grain Co., Omaha, Neb., visited Memphis, Tenn., recently, to acquaint himself with the grain and railroad men.

Grain and merchandise brokers of Chattanooga, Tenn., held a meeting recently to fight the brokers' license law. It was decided to take the matter into the courts, and the case will be placed in the hands of Chambliss & Chambliss, attorneys.

Commissioner of Agriculture Stevens, of Georgia, says: I am afraid that the oat crop has been injured to such an extent by the recent freezes of the ground that the farmers will suffer considerably from the loss. If the ground had not been so wet during the freeze, injury would not have amounted to anything, but after the freeze the ground being wet, it spewed up and loosened the roots of the oat plant, then followed another freeze while the root was in this condition, with little to protect it, and I have heard that this condition has been so general that the crop will be somewhat shortened by it.

#### SOUTHWEST.

During five days recently 586 wagon-loads of wheat were delivered at Tonkawa, Okla.

Readers will confer a favor by reporting the grain trade news of their vicinity for publication in this column.

G. S. Hurlbut, formerly of Rocky Comfort, Mo., has bought the grain and feed business of C. W. Appleby, at Fayetteville, Ark.

The Barnard & Leas Manufacturing Co. has recently sold a Clark-Beatty Power Grain Shovel to E. F. Chessman, Denver, Col.

The Smith Grain Co., of Little Rock.



Ark., has purchased a Cornwall double acting sifter of the Barnard & Leas Manufacturing Co.

W. E. Gorton, of Pawnee, will remove his old mill from Ingalls to Stillwater, Okla., and convert it into a grain elevator. A mill will also be built.

The Grain Dealers Association of Oklahoma and the Indian Territory held its annual meeting at Oklahoma City, Feb. 22, and elected the following officers: President, Harry Larsen, of El Reno; vice-president, F. D. Stevens, of Purcell; secretary and treasurer, Colonel C. T. Prouty, of Kingfisher; executive committee, W. R. Binkley, F. D. Stevens and E. L. Donohoe. A number of new members have been added to the association and reports submitted by the officers show much interest being manifested in the work of the association. The present grain inspection law of the territory was endorsed by resolution.

### TEXAS.

The construction of a grain elevator on the Houston & Texas Central at Ennis, Tex., is proposed.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

The Cameron Mill & Elevator Co. has begun rebuilding its elevator at Rhame, Tex., which was burned in November.

The Collin County Mill & Elevator Co., of Farmersville, Tex., has increased its capital stock and will increase its steel elevator capacity to 300,000 bushels wheat storage.

D. T. Herring, Nocona, Tex., Feb. 20: The grain is about all shipped out of this section of the country, and few more cars of corn and oats will go from this point before another crop is made. A large oats crop is being planted here.

E. W. Morten, Farmersville, Tex., Feb. 22: We have had a very severe freeze in north Texas, and it is though by farmers generally that the fall and volunteer oat crop is killed. Wheat is still looking well. What little corn there is in the country is bringing high prices, 33 to 36 cents in the ear.

Members of the Texas Grain Dealers Association desiring to join the Kansas Grain Dealers' excursion to the gulf should notify Secretary E. H. Crenshaw not later than March 12, so as to have the special coach ready for the Texas party when the train arrives at Fort Worth, 8:45 p. m., March 16. Not less than 20 must join the excursion at Fort Worth. This will insure a special rate of \$5 for the round trip to Galveston and return. This is a very low rate and affords a splendid opportunity for the members of the Texas Association to become acquainted with the grain dealers of Kansas. A member may take his wife or any friend.

Consul Covert writes from Lyons, France, Jan. 9: A large manufacturer to whom I sent a package of Texas wheat for examination writes me that macaroni and all forms of edible pastes can be made from it, but that the sample contains many grains of soft wheat which may prevent it from being quoted at a high price in the market. He thinks that if the Texas farmers would plant seed wheat from Taganrog, Russia, they would produce a very high grade for edible paste, and he would seriously consider a proposition to erect macaroni works in Texas. No greater service could be rendered the farmers

of northern Texas than to forward them a quantity of good Taganrog wheat. I could obtain the same if desired.

### WISCONSIN.

In one day recently M. B. M. Peacock, grain dealer at Beaver Dam, Wis., received 5,000 bushels of barley from farmers wagons.

The Milwaukee Elevator Co., Milwaukee, Wis., has purchased a No. 1 tubular barley cleaner of the Barnard & Leas Manufacturing Co.

The Barnard & Leas Manufacturing Co. has recently shipped a No. 1 Little Victor corn sheller and cleaner to J. H. Staedtler, Monticello, Wis.

George Stewart, employed by the Barnett & Record Co. in the construction of the Omaha elevator at West Superior, Wis., had a fall on the top floor of the elevator and was fatally injured.

The new malt house of the Burlington Malting Co., M. P. Patrie, manager, at Burlington, Wis., was placed in operation Feb. 27. The plant is equipped with the Saladin pneumatic system of 350,000 bushels capacity and has in connection a 100,000-bushel elevator.

### SHUCKS.

The corn crop of the Argentine Republic has been seriously scorched by the excessive heat.

A bill has been introduced in the New York legislature to limit the charge for transferring grain at New York to a maximum of  $\frac{1}{2}$  per cent per bushel.

A. K. Taylor of the Milwaukee Elevator Co. has been in Cincinnati recently to look into the movement of grain south, in the interests of Armour & Co.

Hay exports during the seven months ending with January amounted to 42,728 tons, against 38,382 and 42,405 tons in the corresponding periods of 1898-9 and 1897-8.

The grain trade of the United States and the world's wheat supply and trade is most exhaustively treated in a recent publication by O. P. Austin, chief of the Bureau of Statistics.

Imports of rice, rice flour, rice meal and broken rice for the seven months ending with January aggregated 62,840,000 pounds in 1899-1900; 87,320,000 pounds in 1898-9, and 80,905,000 pounds in 1897-8.

The exports of malt during the seven months ending with January, as reported by O. P. Austin, chief of the Bureau of Statistics, have been 167,898 bushels, against 228,444 bushels in the corresponding months of 1898-9, and 196,775 bushels in 1897-8.

IF  
YOU  
HAVE  
A WANT,  
TRY  
A WANT AD  
IN THE  
GRAIN DEALERS JOURNAL,  
AND HAVE  
YOUR WANT  
SATISFIED.

## PATENTS GRANTED

John O. Ensberg, of Preston, Minn., has been granted letters patent No. 643,637 on a feed mill.

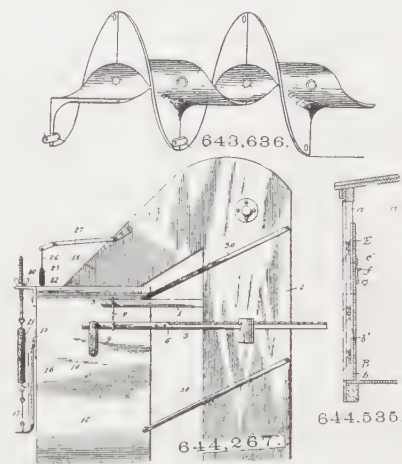
James W. Hickman, of Clearfield, Ia., has been granted letters patent No. 644,427 on a paltform scale.

Friedrich Knüttel, of Charlottenburg, Germany, has been granted letters patent No. 643,965 on a malt drum.

Charlie D. Prindle, of Newkirk, Okla., has been granted letters patent No. 644,458 on a corn shelling machine. This is a portable machine intended for field use.

Albert C. Elmer, of Detroit, Mich., has been granted letters patent No. 643,636 (see cut) on a sectional screw conveyor. This conveyor is made of cast iron sections with spiral wings. Each section is riveted together. The hub portion is tubular for the admittance of shafting.

Samuel W. Neall, of Philadelphia, Pa., has been granted letters patent No. 644,535 (see cut) on a grain car door. This door consists of two vertically movable



sections. Each section of the door is fastened to the car independently of the other. The lower edge of the upper section is beveled. The lower section can be moved upwards independently of the upper section. This permits the flow of the grain without moving the entire door.

Charles H. Wilken of Preston, Ia., has been granted letters patent No. 644,267 (see cut) on an automatic grain scale. This scale consists of a movable hopper with an oscillating partition pivotedly mounted within. This partition is adjusted to gradually cut off the supply of grain until the required amount is in the hopper. This is arranged for by adjusting the poise on the scale beam. When the hopper is full the bottom is automatically opened, thus releasing the contents.

Southworth & Co., Toledo: We are finding the demand for corn and oats thru the East and from the seaboard to be rather slack. Acceptances from the country have been fairly liberal. Both of these grains appear to be fairly cheap, but would not be surprised to see the markets work a little lower in the absence of any improvement in the demand. With a reduction in freight rates we look for quite an increased movement from the country. We will have to have a good demand for these grains to keep prices up to their present limit.



## COBS.

The flour mill trust has passed into the hands of a receiver. Insufficient working capital was the cause.

The British steamer Restormel, with a wheat cargo for Limerick, sank recently in the Delaware River near Philadelphia.

Lake rates on corn from Chicago to Buffalo—including storage until the opening of navigation—are quoted at 3 cents.

Beerbohm estimates that English farmers can supply from now to the end of next August about 960,000 bushels of wheat per week and still carry forward 4,-

000,000 bushels into the new season; also that English requirements during this period will not be less than 4,240,000 bushels per week, and consequently that 3,280,000 bushels of foreign wheat per week will be required.

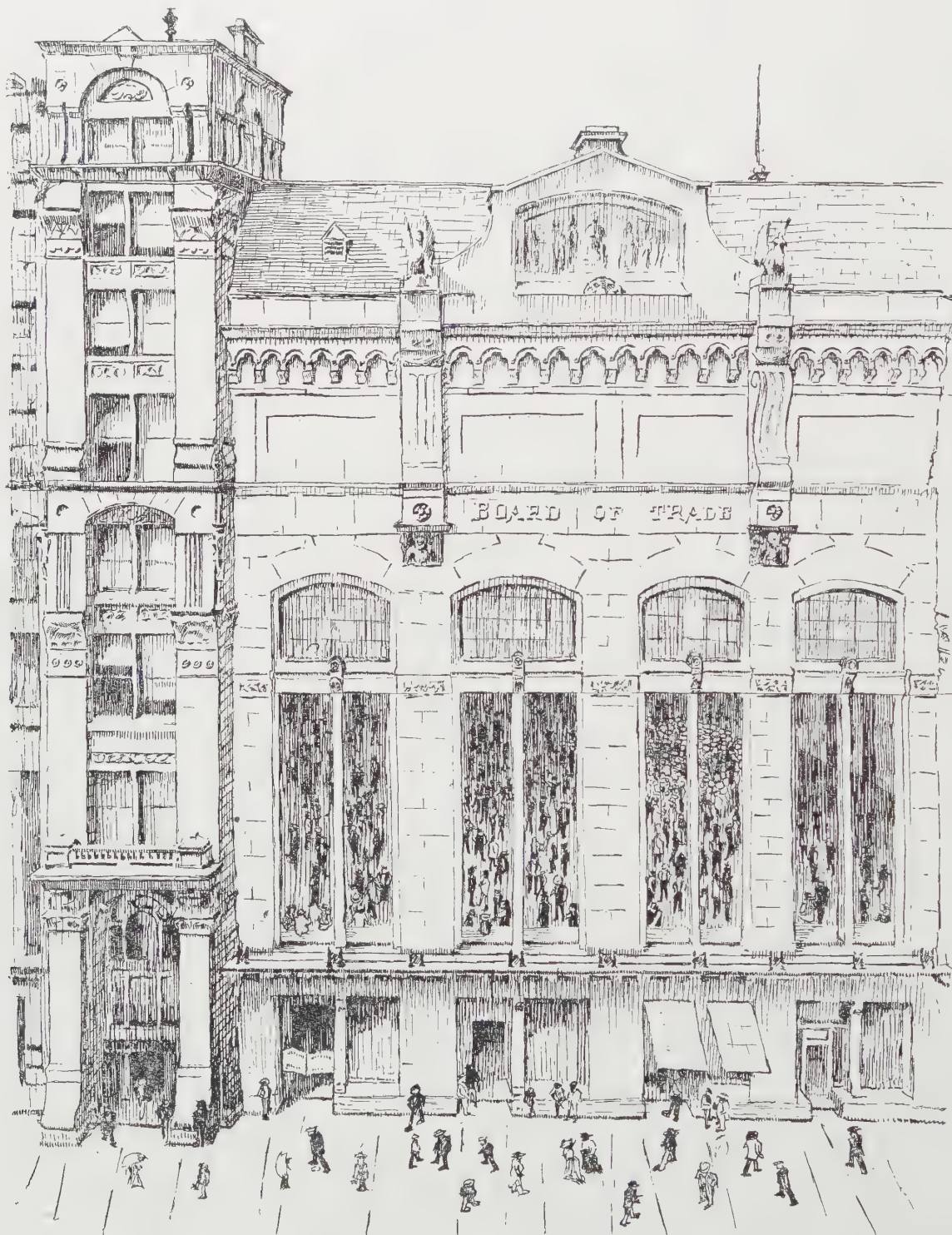
Cables from Rosario report a fresh outbreak of the plague there, and the fear grows that the wheat shipments from Argentine may be stopped by quarantine regulations.

E. W. Burdick: Only 182 cars of corn graded contract in 15,457 cars received during February. This is the lowest inspection on record in the Chicago mar-

ket. In February, 1899, receipts were 14,899 cars, with 2,273 cars of contract grades.

The 11-year-old son of John D. Long, grain dealer at Rising Springs, Pa., while playing in a bin of his father's elevator, was drawn down when the chute was opened and suffocated.

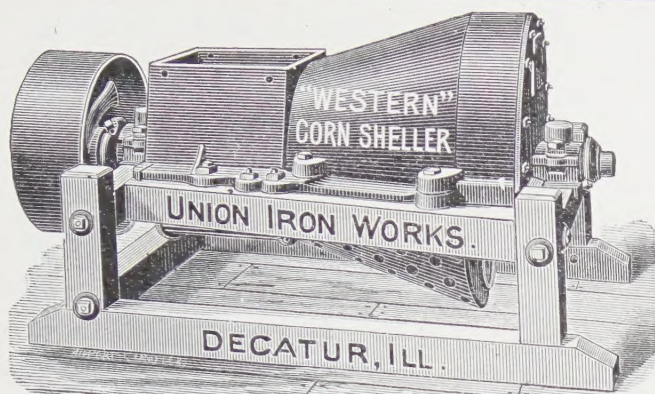
One of Mrs. Cleveland's favorite pastimes is the raising of chickens. The talented former mistress of the White House inspects her flock every afternoon, giving care where it is needed. She could give many grain dealers pointers on chicken culture.



The Chicago Board of Trade, as seen from office of Grain Dealers Journal.

Drawn by W. J. Bold.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

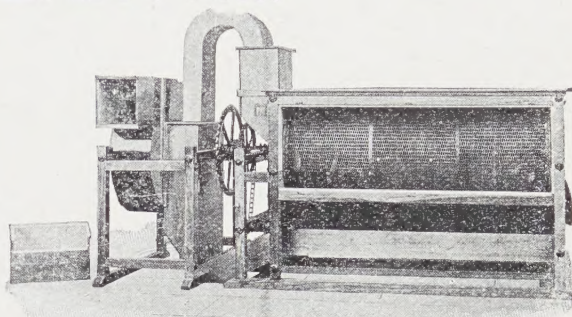
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## "WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators  
...and Elevator  
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....A Specialty....

PLANS MADE ON APPLICATION  
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## Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

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CHARTERED, 1865 ASSETS, \$2,338,841.99

NET CASH SURPLUS, \$456,682.72

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## The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

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IDA GROVE, IOWA.

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524 New York Life Bldg., Chicago.

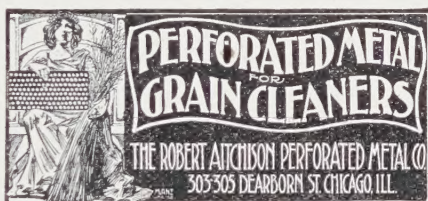
Best facilities for placing Fire Insurance on Grain and Elevators.

All business placed in Old Line Companies, only licensed in Illinois. Write and representative will call on you.

## Seamless Baskets.

Catalogue and Linenoid Pin Tray Free.

CRANE BROS. Linenoid Mfrs. Westfield, Mass.



## The Cramer Grain Distributor and Indicator For Country Elevators.

Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, **D. H. CRAMER**, Grand Island, Neb., or to the sole manufacturers,

**Webster Mfg. Co., 1075 W. Fifteenth St., Chicago.**

## The SPENCERIAN DUST SHIELD



Absolutely prevents all dust and obnoxious matter from being inhaled. It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated. Special Price, prepaid, \$1.00.

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28 and 30 Abbott Court, Chicago, Ill.

Write for Circular.

Mention Grain Dealers Journal.

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68 Canal Street,  
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Pulleys, Shafting, Hangers, Belting, Couplings,  
Elevator and Mill Machinery and Supplies.

## THE VALUE

of an ad. is not measured by what it costs, but by what it pays the advertiser.

Ads. in the Grain Dealers Journal  
Pay Advertisers Well.



## CORN ECONOMY

results from feeding the grain in the form of finely ground meal. All ground food is digested. No waste. It therefore takes less grain to produce the same or better results.

**Vertical Burr Stone Mills**

18 to 30 inches, grind faster and finer than any other. Largest capacity. Make also Oat Clippers, Engines, Boilers, Pumps, &c. Ask for free catalogue "B"

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# SEAMLESS COTTON GRAIN BAGS.

## MILWAUKEE BAG CO.

MILWAUKEE, WIS.



# DAVIS' GRAIN TABLES

If you wish to avoid unnecessary figuring use

## THE DAVIS TABLES.

### DAVIS' TABLES FOR WHEAT AND OTHER GRAIN

They are to the Grain Men what Interest Tables are to Bankers and Accountants.

are especially adapted for the use of the regular grain buyer. They show the value of wheat, grain or produce at 60 pounds to the bushel, for any amount less than 100 bushels, without addition or multiplication, and for any amount over 100 bushels and less than 1000 bushels with but a single addition, at any price from 25 cents to \$1.25 per bushel. These tables also show the value of bushels and pounds of other grains at 56, 48 and 32 pounds to the bushel at any price from 15 cents to \$1.50 per bushel for any amount less than 100 bushels, with but a single addition. This book also contains Davis' Dockage Table, showing the amount of dockage on any load of wheat up to 600 bushels. These tables are well printed from new black-faced type, bound in cloth, and form a book of over 200 pages. Price, **\$1.25.**

**DAVIS' FLAX DOCKAGE TABLES** show at a glance the net amount of flax in any load of from 200 pounds to 4,000 pounds, and with from 2 per cent to 25 per cent dockage. They give the net amount at a glance. They are bound in tough manilla paper, and conveniently arranged. Their use will save much time and labor. Price, **50 cents.**

**DAVIS' POUNDS TO BUSHELS TABLES** for wagon load lots. These tables are compiled for grain buyers, and show at a glance how many bushels of grain, weighing a certain number of pounds to the bushel, there are in a wagon load of grain. It can be used for grain at the following weights per bushel: 32, 35, 45, 48, 56, 60, 70, 72 and 75 pounds. These tables are well printed on strong manilla board, with heavy manilla cover. Price, **50 cents.**

For Sale by **GRAIN DEALERS COMPANY,**  
10 Pacific Ave. CHICAGO, ILL.

E. R. Ulrich & Sons, Springfield, Ill.: Please discontinue our advertisement (elevator wanted) in the GRAIN DEALERS JOURNAL, as we have as many applications as we care for at present.

La Rose Grain Co., La Rose, Ill.: We have sold our scale through our advertisement in the JOURNAL. Please discontinue it.

## Does it Hit You?

SOME men get 60 bushels of wheat to the acre, some get 25 and some don't get their seed back—It all depends on the man.

It's just the same way with advertising:

Some people get big returns, others not so much, and some don't even get enough to pay for what it costs.

If you're doing advertising of any kind in papers, circulars, booklets, etc., it will pay you to get some one who is versed in the business of advertising to work the ground.

That's our business.

If you've not been using advertising as a means to cultivate your business, let us tell you how you can do it and do it profitably.

Charles H. Marsh & Co.  
Chamber of Commerce  
Chicago.

Telephone Main 67.

## THE GAS AND GASOLINE ENGINE AND ITS AGE....

BY NORMAN & HUBBARD.

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price **\$1.**

For Sale by  
**GRAIN DEALERS COMPANY,**  
10 Pacific Avenue, CHICAGO.

## OATS CLIPPED, CLEANED AND MIXED AT THE

### Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.  
...CHICAGO...

FOR RECEIVERS.

## Receipts and Sales Book

Is used very extensively by receivers and commission merchants to record their receipts and sales of grain.

The left hand or **RECEIPT** page is ruled both ways and has the following column headings: Date Received, Number Consignment, Owner and Residence, Articles, Number and Description, Where Stored, Charges, Description, Dollars and Cents, Page of Entry, Day Book, and How Received.

The right hand or **SALES** page has twice as many cross lines and the following column headings: Date of Sale, To Whom Sold, Articles, Number and Description, Price, Total Amount, Page of Entry, Day Book, Net Sales, and Remarks.

It is indexed in front and the pages are numbered double. The size of the book is 11½ x 18 inches. It is well bound in substantial cloth covers with leather back and corners and is printed on the best linen ledger paper. Price **\$1.50** per quire of 8 pages each. It is made in three sizes, 2, 3 and 4 quires. For Sale by

**GRAIN DEALERS COMPANY,**  
10 Pacific Ave., CHICAGO, ILL.

## CLARKS Freight Agents' Official GRAIN DEALERS' AND SHIPPERS' 1899-1900 GAZETTEER

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Names arranged by Railroads. Over 200 pages. Well bound in cloth. Stiff or flexible cover.

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"	and Hay Trade Journal.....	for \$2.00 per year
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**The Jeffrey Manufacturing Co.**  
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## ELEVATOR and MILL SUPPLIES.



**JEFFREY Standard Grain Buckets.**

Jeffrey  
Detachable Chains      Spiral Conveyors,  
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Elevator Buckets,      Hangers,  
Elevator Bolts,      Pulleys,  
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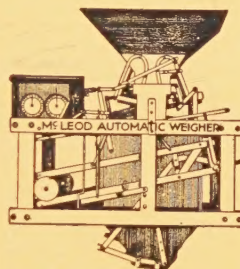
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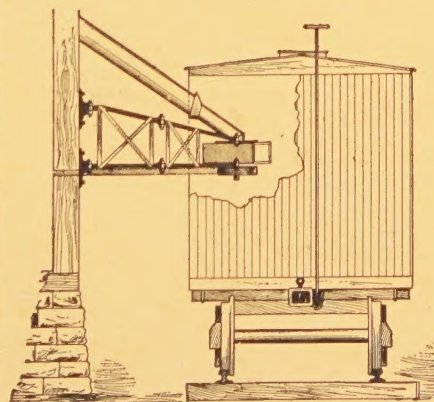
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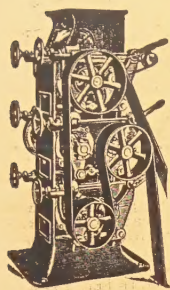
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